

MOTOR RACING



Vol. I—No. 22



119

Los Angeles, Calif.

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SHELBY, M'AFEE RULE STRONG FAVORITES AT SEAFAIR RACES

See Page 1



NO. 1 DRIVER—Carroll Shelby of Dallas, currently the leading sports car driver in the U. S., rules a strong choice to win the big-bore in the Seafair SCCA National Sunday, Aug. 12, at Bremerton, Wash. He will drive John

Edgar's potent new 4.9-liter Ferrari. Carroll is shown here about to get his reward from his wife after his last Southern California victory at Palm Springs earlier this year. Jack McAfee is the under-1500cc choice in a Porsche.

—Lester Nehamkin

VON NEUMANN GETS 'FIRED'

See Page 1



SAS Johnny Johnson

OFF TO STUTTGART—Johnny von Neumann, chief of Competition Motors, boards a Scandinavian Airlines System plane at Los Angeles International Airport for Europe. He is now in Stuttgart conferring with Porsche factory officials over his ouster by Max Hoffman as sub-distributor of the German car here.

Shelby Seafair Race Favorite

SEATTLE, Aug. 8—Carroll Shelby, soft-spoken Dallas oilman, whose road race successes this year make him the hottest sports car pilot in the U.S. today, rules a strong favorite to win the SCCA Seafair feature at near-by Bremerton, Sunday, Aug. 12.

He will be in a new 4.9 Ferrari, said to be the only one of its kind, for John Edgar, Sherman Oaks millionaire sportsman.

The 12-cylinder job, capable of close to 200 mph (24 spark-plugs), was due to arrive today in Los Angeles by air and will be vanned here.

Thus far, Edgar has had ill luck with Ferraris, the last 3.5 fizzling back east a short time ago. Making a name for him, however, has been Jack McAfee, Manhattan Beach, in a corking factory Porsche Spyder which Edgar purchased at the last Sebring enduro.

Jack, himself, will be a powerful choice in the under-1500cc race.

The big-bore is slated for 128 miles around the 3.9 airport course, whose longest straight is 4280 feet. The under-1500cc feature is set for 100 miles.

A host of other top U.S. drivers are slated to race in this National event, sanctioned by the Northwest Region of the SCCA.

Four hours of practice are scheduled for Saturday, Aug. 11. Six races are carded on Sunday.

After Seafair, McAfee goes to Thompson Speedway, Conn., for a Sept. 1 race; then on Sept. 8 he will race the Porsche in a four-hour race at Elkhart Lake, teaming with Shelby the next day in the 4.9 Ferrari in the six-hour headliner.

Laud New Course

FINAL TOUCHES were due to be applied the past week to the new sports car road racing course at Paramount Ranch in the west end of San Fernando for the two days of racing, Aug. 18-19.

The new two-mile track, just off Ventura Blvd. in Agoura, embodies many of the fine features of true road racing courses.

Fans will have several vantage points from which they can see a sizeable portion of the tricky, tough layout. Races are staged by the California Sports Car Club.

The track is shaped in the form of a figure 8, with bridges

carrying traffic at different levels where the track intersects. There is an elevation variance of 35 feet from the highest to lowest point.

The race program is limited only to senior drivers.

Bill Murphy, winner of the recent main events at Pomona, Santa Maria and San Diego, tops the "big bore" entrants. Chuck Daigh, Max Balchowsky, Bill Krause and Fred Woodward are top challengers.

Bob Oker drives a brand new A. C. Ace-Bristol for Bossman Ed Savin. It's reported to be a speedy car and one of the top drivers will be at the wheel. It's a class E entrant.

Top Arcata Action Due

By H. K. Wong

Special to MOTORACING

ARCATA, CALIF., Aug. 8—Humboldt County, home of 70 per cent of the world's redwoods, has its first sports car road race, Saturday and Sunday, August 18-19. Two days of sports car activities are scheduled at the Arcata Airport, 12 miles north of Eureka, with 178 laps of competition over the 2.1-mile course for the First Annual Redwood Empire Sports Car Road Race.

Eight races will be run Sunday, with registration, safety inspection and practice on Saturday. The main events for modified cars under-1500cc and its companion feature for cars over-1500cc will be 33 laps each.

The beautiful course, on a plateau, is cradled between the Pacific Ocean and the redwoods, with portions of the track following the contour of the coastline. It is a twisty but fast course, with 4000-feet and 2500-foot straightaways and 10 turns, one which may be negotiated in speed of excess of 100 miles an hour.

TERRIFIC SPEEDS

Suspension and brakes will be taxed to the utmost on the turns, the majority of which are located in a half mile area. The (Continued on Page 5, Col. 3)

MOTOR RACING

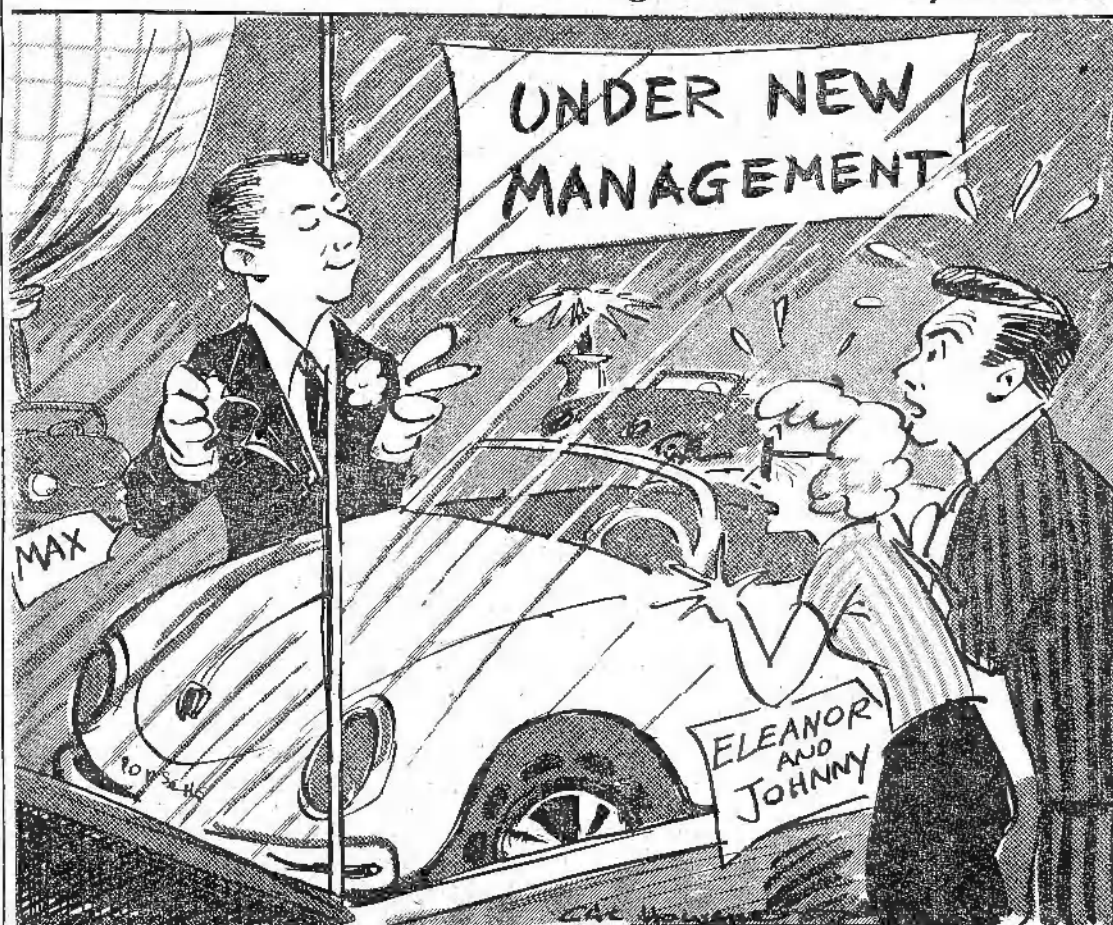
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On the Outside Looking In

★ By Cal Howard



Hoffman 'Fires' Von Neumann As Porsche Sub-Distributor

By Gus V. Vignolle

During the past fortnight there has been an eruption in the sub-distributorship of the German Porsche automobile for Southern California and neighboring precincts.

Max E. Hoffman, of the Hoffman Porsche Car Corp., New York, out of a clear blue sky, cancelled out the sub-distributor for the marque, John von Neumann of Competition Motors.

Normally, MOTORACING would report this in no more than two brief paragraphs. But such will not be the case—and for several good reasons: 1) This is a "hot" story (it has been the subject of conversation and argument, pro and con, at the rendezvous, meeting places and dinners of sports

car followers since it broke); 2) It involves Hoffman and Von Neumann, both of whom are highly controversial; 3) It involves the Porsche, the hottest and "winningest" racing car of its class in the U. S. today, and 4) It involves Ken Miles, an equally controversial figure, who drives the Porsche for Von Neumann.

MOTORACING, in effort to present both sides of the story, offers Von Neumann's statement and copies of other pertinent documents, and some of Hoffman's remarks and excerpts of his advertising agency's release.

—EDITOR'S NOTE.

HOFFMAN

MAX E. HOFFMAN said he cancelled John von Neumann as Porsche sub-distributor because he was "dissatisfied with his treatment of the general public and racing drivers."

"I don't like to cancel anybody," Hoffman said, "but this is a necessity."

Hoffman said he had many letters from Porsche owners protesting over their treatment by Von Neumann in regard to inability to buy parts and the "high prices" charged for parts.

The New York distributor also said he was "very much dissatisfied" with the allocation of cars.

He declared a Porsche service firm in the Valley (not a dealer) had been deprived of parts for the past five months, adding that he had warned Von Neumann about this.

"CANCELLED HIMSELF"

"I was convinced six months ago that he had to go," Hoffman said. "What Von Neumann did was cancel himself."

He reminded that he helped (Continued on Page 10, Col. 4)



MAX E. HOFFMAN
Dissatisfied with Von Neumann

Miles Bides His Time

(Photos on Page 3)

Since the Von Neumann Hoffman rift, the question race followers are asking is: "How about Ken Miles and the Porsche?"

For the present, the Englishman will not be racing the German car for the Von Neumann Scuderia, but nothing is definite.

The future depends on Von Neumann's efforts in Germany to regain his Porsche sub-distributorship. Just what Miles will drive will be known in about a week.

VON NEUMANN

THE CANCELLATION of John von Neumann and Competition Motors as Porsche sub-distributor came with such swiftness that it left everyone at the North Vine St. firm in a state of shock, from which they have not yet recovered.

Von Neumann received invoices for 20 Porsches, dated last July 20, from the Hoffman-Porsche Car Corp., New York.

On the same day, Samuel Weill Jr., Competition's regional manager, received the following telegram: "YOUR NEXT SHIPMENT 20 PORSCHE SS KUNA DUE LOS ANGELES APPROXIMATELY JULY 23 INVOICES WILL BE PUT THRU BANK TODAY—DOHERTY HOFFMAN PORSCHE CAR CORP."

Von Neumann never got those cars, for on July 23 he was notified by letter from Max E. Hoffman that he no longer was a sub-distributor. Signed by Hoffman, the letter stated:

"This is to notify you that your Porsche Sub-Distributor agreement entered into the 2nd day of November, 1955, be and it is this day terminated and cancelled."

"The consideration of a new (Continued on Page 3, Col. 3)

FREE! FREE!
Turn to Page 5 for information about free subscription to MOTORACING. You can't beat this deal. It's the greatest.



• Racing Post-Work

By Maury Powell

JIMMY BRYAN HELD IN CHECK BY SERIES OF TOUGH BREAKS

"WHA' HOPPEN to Jimmy Bryan?"

That's the query being raised by speed followers who thought 1956 would be a big season for the brawny Phoenix flash following his sensational work in 1954 and 1955.

Doubtless one of the greatest dirt-track drivers ever developed, Bryan has run into a series of misfortunes including that blown tire which nullified his Indianapolis chances when the chase really got going.

To sort of climax everything, Chief Mechanic Clint Brawner of the Dean Van Lines team was towing the white No. 2 special down South a couple weeks ago and the trailer broke loose. What happened to the little Kuzma-built creation shouldn't happen to a rabies-carrying canine.

At any rate, Mr. Kuzma has the machine back in his shop for some post-graduate work.

Bryan has switched to another stable meanwhile, but those rumors that he was quitting the Dean outfit won't hold water.

★ ★ ★ HOW CAN LESTER FILL THAT GIFT

TEEPEE TAPPINGS: We were among the turnout the other night for Lester (Ye Olde Molester) Nehamkin at General Lee's Man Jen Lew, down Chinatown way, but we also wish to make it known in print that as far as this department is concerned, Lester may take our BVD's right off'n our sunburned backs any ol' time he gets a yen for same.

Cheers to Jack (What A Contrived Name That Is) Douglas, John Malone, Bill Southworth and the Women's Sports Car Club for their special efforts . . . which reminds us that it'll take quite a man to ever fill Lester's shoes, let alone that item from the WSCC—rhinestones, sequins and all!

CLOWNS GLOAT OVER SCCA STATUS

Items stolen from the Duke's desk: Who were the two drivers recently given their walking papers from NASCAR competition in Phoenix? . . . How about the CSCC insiders who claim this publication is "trying to wreck them," their comeback being that "if the CSCC folds, then MOTORACING will fold, so take it easy, please." . . . And just what kind of a reply is that old saw about not wishing to answer Johnny Martin's letter "because they don't wish to dignify it?" . . . We think Martin dignified them by taking the trouble to write his letter instead of using more direct means of asserting himself . . . But, then, we're all allegedly and purportedly "gentlemen" in this game, or are we? . . . And how about the bunch that's really gloating about SCCA's miserable status in Southern California.

Aside to Ye Editor: If this column's short, simply dock my pay; this heat is killing me, and I don't mean only the temperature.



By Ruth Levy

ANOTHER MOVIE NIGHT at Ye Coach . . . "Yes, yes!" cried High-School Harry and the whirl of the projector jarred the members to attention. Lester Nehamkin narrated the Pomona film, with humorous comments coming from Bill Polack, last seen cornering his Velocette on Topanga Canyon. Oh, yes . . . if you have any old Cinemascope with Stereophonic sound slides, 8 mm hill climb shots or badly exposed negatives, bring them next Tuesday night for the Bob Drake Memorial.

"How about those Triumphs?" screeched Bill Gardner as members watched the Honolulu coral reef races . . . That small region has a ball! We hear they would like to become honorary Ledge and Ridge Runners, electing Tedda Richards as Pres. . . this Girl Exceptional is the former Tedda Turnbull of the famed Sunkist Kids who stormed her way to victory chauffeuring Hydroplanes in the Olympics . . . Anyone for Speed Week in Honolulu? . . . Don Hulet (TR2, that is) promised to distribute entry blanks for this event . . .

From the phone booth the bird watchers spotted a grey and red-winged tipped Spyder driver . . . a rare bird in these parts . . . Richie Ginter ambled in to mull over a few problems and discuss the hysterical evening at the Bonelli Stadium races, an evening devoted to the ruination of fenders. There

were even Spyders and D-Jags! Al Torres, checkered shirt and flag, officiated . . .

An unappreciative wag stumbled into the parking lot at the Blarney Castle and muttered something about sloppy parking, but what he didn't know was the elegant concourse was in full swing. Attendance was high . . . and with a carnival atmosphere spectators and participants enjoyed a fine show.

Did Gene Kurtis find the Talbot! . . . Rudy Cleye called to say the concourse was finis and would the Talbot be removed from the area . . . Lance Revell is teaching his parrot to speak English, and Ginny Sims is brushing up on her "Como esta usted?" . . . for the next south-of-the-border-rally to be run in conjunction with a road race in San Diego . . . "Que paso?" asked the border patrol as the cars swooped into Tijuana . . . What a swinging time! Poolside from the Town and Country found Bill Barrett officiating a hot ping-pong tournament, and Henry Pickett trounced Simone Olson in a heated shuffle-board game . . .

who says road racing is treacherous? . . . Cy Yedor clipped his chin on the poolside during a water polo fight . . . Well, it's better than chipping your teeth . . . Mike Scott has contacted a cement firm for some fiendish reason . . . Course markers? Anyone have a cigar? . . .

MOTORACING

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LETTERS

to the Editor

ANOTHER SIATA BEEF!

It is about time someone registered a loud, long protest on the outright discrimination against the Siata V8 208s roadster by the Sports Car Club of America. They have been informed by the Societa Italiana Auto Trasformazioni Accessari, Torino, Italy, that 500 of these cars have been produced. The car fully meets all the requirements for production sports car. The Sports Car Club of America, for unexplained reasons, this failed to heed this notification, or has simply ignored it. Because of this unjust attitude, a curious situation has arisen. At a road race held on the 25th and 26th of February in Palm Springs, Calif., an SCCA Los Angeles regional event, there was included in Sunday's program of events a race No. 5. This event was in itself a contradiction of the 500 cars produced rule. This event was open to class E production cars, Austin-Healey, Porsche Super, and Porsche Carrera. There have not been 500 Porsche Carreras built, nor have there been 500 Arnolt-Bristols built.

Two Siata V8 208s roadsters were entered in class E of this event on the grounds that the factory's notification of the SCCA that 500 had been built. Both of these entries were refused on the grounds that the car was not production. Upon being informed of the ruling I immediately offered to run my car in class E modified. This was also refused on the grounds that I had not raced three times in 1955. This last was a just decision and this qualification was stated on the entry blank to apply to all modified cars. However, look at the utter ridiculous situation this creates. The mere fact that I own a Siata V8 208s production car has disqualified me from racing altogether.

Bert P. Mouron

San Marino, Calif.

P.S. I've got bundles of goodies like this I would just love to put in a column in Motoracing.

NEW LIFE FOR 'SKIP'

After 20 races in two years, I've sold "ole 27" Mickey Mouse Jaguar, and have moved into the North Woods, Lake Tahoe to be exact.

With my wife, Mary Jo, I am temporarily leaving the competition for more lucrative sport. We're going to build a motor resort here at Bijou, one mile from the Nevada state line (gambling, night spots, etc.) and two blocks from New Heavenly Valley Ski Lift and winter area.

Plans call for 32 units and lodge all with Lake View, to be completed in late 1958 or early 1959 in order to be "cooking with gas" for the winter Olympics in 1960.

My racing record with the Jag consists of 20 starts—16 finishes—first three in class 13 times—17 trophies. But you can't eat them.

Maybe after we are in a position to "afford" the sport, as it has now grown, we can keep up with the rest of the "amateurs."

Until then I'm available as a driver if someone is interested.

Would enjoy hearing from my racing buddies and will keep you posted as to my progress.

"Skip" Conklin

Bijou, Calif.

NEW ROSWELL READERS

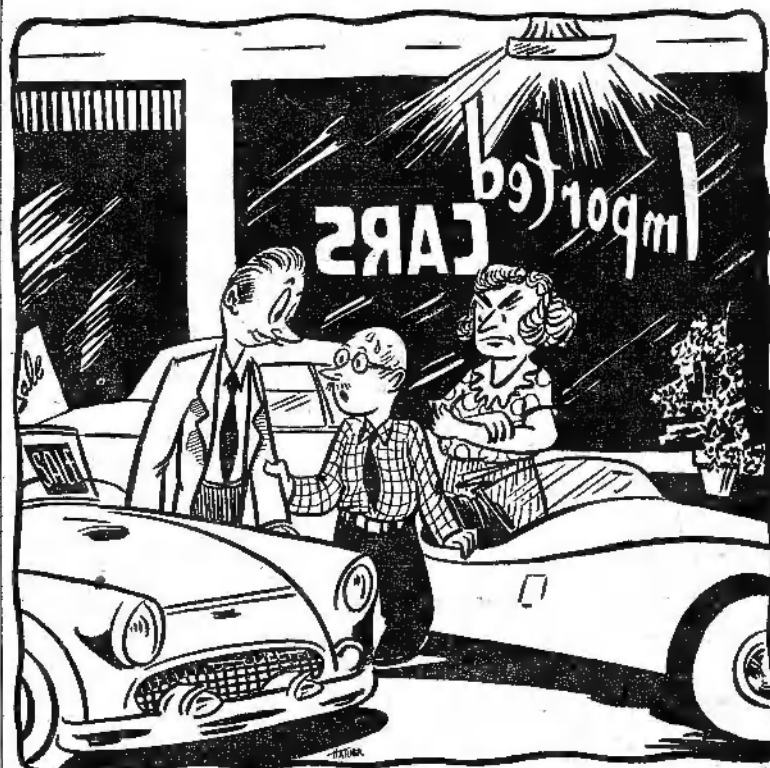
Enclosed please find our check for one year's subscription to your fine paper MOTORACING. We think it is exceptionally good, and covers the field nicely.

We have just opened our agency in Roswell, the first imported car dealer to start here.

I have been in the automobile business for over 30 years, with Buick, Chandler, Cleveland, Chevrolet, Hudson, and other makes. Mechanic, service manager, parts manager, dealer. In 1949 started "William H. Hart" Waterloo, N. Y., selling and servicing Gravelly garden tractors, and BSA Sunbeam, and Ariel British motorcycles. In 1954 went into sports cars, selling Arnolt-Bristol with S. H. Arnolt of Chicago. Moved to Roswell, N. M., in November 1954, and recently opened the Roswell Imported Cars agency with a partner, Elwin F. Miller of Roswell. Cars handled are Renault, Triumph, Arnolt MG, Arnolt-Bristol Jaguar.

Elwin F. Miller, a mathematics teacher, is manager of a chain of auto supplies stores, owner of Roswell Hardware Company, and owner of Crane Supplies, wholesale paints, Roswell, N. M. Some years he was partner and manager of Plymouth Dodge agency in the middle west. A suitable supply of parts and ac-

SPORTS CAR-TOON . . . Bill Harmer



"Haven't you got any one-seaters?"

THE DUKE WONDERS . . .

IF THE Cal Club plans to stage a 12-hour enduro at Santa Maria in December and if the SCCA had given this some prior thought?

What professional promoter is eyeing the new Paramount track and mumbling about expansion and Grand Prix racing?

What noted driver, who is talking about his new special, doesn't realize that it may be raced by one of his rivals?

Whether there is any truth to the rumor that a well-known and sometimes controversial sports car driver is involved in the new Porsche distributor set-up?

If it's true that the SCCA is trying to obtain FIA sanction for a Grand Prix race?

Whether there isn't some life left in the plans for the International Motor Raceway?

How many are aware that an SCCA official's tenure in office cost him some \$15,000, which includes business he could not attend to?

If he could work an exchange deal with that other sterling busybody, Marmaduke?

If a bookmaker's 7-5 odds that John von Neumann will regain his Porsche sub-distributorship are correct?

If the distinguished emcee had anything to eat at the blow-out for that balloon-faced lensman?

If that cartoonist-TV exec is aware that he stopped the show on his way to the gentlemen's lounge at this same blowout?

cessories for the above makes will be carried at all times, and service will be handled at a separate location, 1407 W. 2nd Street, Roswell, N. M. Any sports car travelers will be most welcome to stop and visit with the boys at Roswell Imported Cars, Roswell, N.M.

William H. Hart
Roswell Imported Cars
Pecos Valley Sports
Car Club, Roswell, N. M.

IRATE WOMAN DRIVER

There is something phony going on when Gus V. Vignolle poses as a hater of women drivers. I am a genuine REDHEAD and am going to make a personal investigation and find out just why he pretends to hate women drivers. Perhaps he does not know the facts of life.

My pipeline informs me that Gus V. Vignolle is confused and will get in his car heading for the Sunset Strip and wind up in Glendale. He disguises himself as a bald-headed mustachioed aficionado because he is scared that the women will march on him and make a horrible nightmare and accident on the freeway.

WOMEN DRIVERS OF THE WORLD UNITE AND FIGHT GUS V. VIGNOLLE.

Alma P. Strunk
Arusa, Calif.

BLAST FROM WOMAN DRIVER

If you are as blind as your recent MOTORACING VIGNETTES column implies, YOU have no business behind the wheel of any moving vehicle, hand, foot, or motor propelled. I have been driving for 28 years (judging from your picture, by the time I am as old as you are it will be many more than that) BUT unlike you, I drive with my eyes open. Perhaps yours are open to what you want to see but they are either closed to what you do not want to see or you are just trying to defend the male or build his ego.

I'll be honest enough to admit that there are a lot of poor women drivers but believe me there are just as many (if not more) poor men drivers. Just for the fun of it OPEN your eyes sometime while you're

driving and if you are honest you will have to admit it is true. Just thinking men are perfect drivers doesn't make it so. Only yesterday while driving on the freeway the male driver of the car in front of me was talking to his male passenger with both hands off the wheel most of the time. I thought for a while that he was shooting flies. At least half of the time his profile was clearly etched on the windshield as he looked directly at his companion. GOOD DRIVER??

The same day while driving in the right hand lane, the male driver of the car in front of me, in the left lane gave a perfectly BEAUTIFUL left turn signal and immediately turned right. Thank goodness for my reflexes and brakes. If I had been looking at my passenger?? Thank goodness, too, that the female body is physically stronger than the male—no heart failure, just a temporary rise in blood pressure while I counted to 10.

I could go on and on and on but won't. Of course you will never admit it to anyone, perhaps not even to yourself but PLEASE OPEN your eyes for just one whole day and observe the male driver too and you will learn that SEX has nothing to do with the ability (or lack of it) of a driver and then PLEASE devote your space in MOTORACING to something a little more constructive and a little more novel!

Whether or not YOU like it WE'RE HERE TO STAY!!

Mrs. Helen Perry
Los Angeles 45

FAVORS OWNER-DRIVERS

I like your newspaper but could we have something written about the hundreds of amateur owner-drivers who so far have kept the sport up? How about some stories of some individuals—owner-drivers—whether they drive their own MG-TC or their own Ferrari? I mean those owner-drivers who still consider racing an amateur sport for fun and recreation.

Klaus F. P. Bythiner
San Diego 17, Calif.



Vignettes

by Gus V. Vignolle

DOTS, DASHES & HOT FLASHES
ALONG THE SPORTS CAR FRONT

SERIOUSLY, IT is a sad state of affairs when clowns button-hole you and gloat, "You know the SCCA is finished here, don't you? Wonder what that Santa Maria fiasco cost 'em? All they have coming up is Palm Springs." Well, sir, I don't care if George Cary or King Farouk promotes it, but I hope the National at Palm Springs, Nov. 3-4, makes a million bucks.

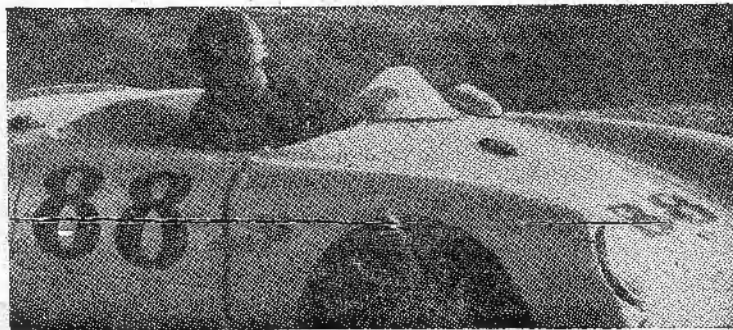
Max Hoffman and Charles Nebel indicated that a great to-do shouldn't be made over Johnny von Neumann's losing his Porsche sub-distributorship. Just a straight announcement to the effect that Max has given Chon the bounceroo. They should have been to Coach & Horses, Blarney Castle, the Nehamkin testimonial blowout and other sports car rendezvous, and they would have found out that all the chatter and gags centered on the rift.

My spies report John Edgar has bought the "hottest Porsche Spyder in the world" for Jack McAfee to drive. It's the German factory job Frankenberg & Tripps drove to fifth overall at Le Mans last week, averaging 91.94 mph for 2,354.9 miles. They're going to dismantle it, give it a good going-over and then turn it over to McAfee. If you think that Sebring factory Spyder Edgar bought is hot, wait'll you lamp this one.

LE MANS VICTORY WORTH \$11,200

Jim Matthews, the personable driver and chief of Sports Car Information Center (they have all the dope, EM 2-4157) reports those plucky Scots, Flockhart & Sanderson, collected about \$11,200 for their recent victory at Le Mans. Always wondered what those European races paid off . . . John & Elaine Bond of Road & Track are back from Le Mans. On arriving in Paris a spiffy Simca, liveried chauffeur and all, was at their disposal. They dismissed the chap, however, and piloted the car to the race scene.

Easily the most miserable publicity job for any race since MOTORACING came into being can be chalked up against the Seafair crowd. Absolutely atrocious. All they sent down was an entry blank. We wrote them repeatedly for info and even wired. Not a murmur. . . . On the other hand, one of the best jobs to



THAT'S AN ORANGE IN HIS MOUTH
A Hot Porsche Coming Up For Jack McAfee

date has been for Arcata, Aug. 18-19. Lou Brero, H. K. Wong, Bruce Simons and John Cail have submitted stories, photos and even telephoned from that great redwood country. All unpaid volunteers, too, including Cail, who is with an ad and pubrel agency in Eureka.

To Rod Carveth: You are right about Salt Lake. It was a job to learn anything. Even sent the scratch for copies of the Salt Lake City Tribune. They kept the kopeck, didn't send the pompano wrapper. . . . To TB: Just as your first letter was a corker, so was your last "effort" completely nonsensical; nevertheless, you'll get an answer (and rebuke) in due time!

IT'S A TOUGH, TOUGH JOB, BOY

One of the most exacting ordeals is trying to shoehorn all of the copy received into MOTORACING. LESS than one-third gets in, and it's too bad type is not made of rubber and the steel forms don't give. Fred W. (Bill) Procter, back in Conn., for instance, sent fine stuff on the Beverly races, but couldn't work it in. And Art Peck's NY notes were excellent.

Omitting the Great Western Rallye by the fine Long Beach MG Club certainly was unintentional. Does that answer it, Marmaduke? And while the space problem is brutal, lack of time prohibits rewriting long, tabulated sheets and hundreds of fine club bulletins. Typewritten, double-spaced copy, naturally gets preferential treatment. Please try to bear with us until the ad volume justifies jumping to 48 pages.

HARD TO BEAT THOSE DKW CAMPERS

Sorry we missed dropping over to lamp the showrooms of Flintridge Motors in La Canada and after partaking of tea and muffins with Mr. and Mrs. Henry Lindsey. They make those terrific Caravan and Field & Stream DKW Campers, really honeys and the only way to go to the races. . . . Thanks a million to "Jaguar Jane" Moore for the great kudos in the Paramount Studio Club Sports Car Club's Newsletter. You're doing a titanic job yourself. . . . That's a gold Mercedes-Benz lapel pin which personable Niles Howell is wearing. It means he's covered 100,000 miles in his MB 300 sedan, the first Californian to be presented with an award from Daimler-Benz for long-distance driving. Bravo!

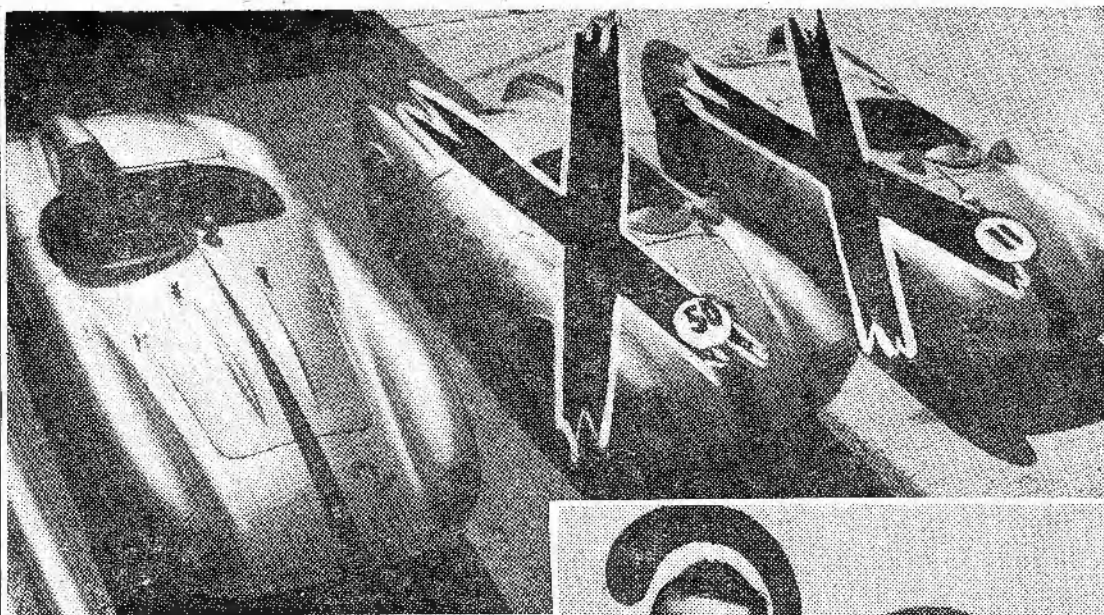
\$25,000 Payoff By Sports Car Group

Season's total purses for Sports Car Owners and Drivers Assn. \$25,000. At both Nazareth, Pa. and Islip, L. I., new attendance records were set.

Point leaders following races at Raleigh, N. C.; Martinsville, Va.; Nazareth, Pa. and Islip,

Long Island are: LeRoy Gane, 490; Jake Jacobs, 450; Bill Drury, 416; Ralph Ligouri, 384; Tom Peters, 368; Bill Paul, 358; Bob Oberst, 350; Jim Kaperonis, 336; Jackie Markos, 326; Pete Mourad, 324.

FREE! FREE! This is last switch on the free MOTORACING subscriptions. Please bear with us and turn to Page 5.



SCUDERIA VON NEUMANN—At left is the potent Ferrari that Phil Hill has raced for Johnny von Neumann. The other two are Porsches, easily the winningest car in U. S. racing today. Since the controversial Viennese lost the sub-distributorship of the German car, which Ken Miles and Richie Ginther have been racing with success, insiders look for von Neumann to give the German marque the go-by (perhaps not immediately). At right, in happier days, the redoubtable Miles is shown with his arm around his spon-



sor, von Neumann. Racing fans are wondering "What Next?" for the Englishman, a former MG Special driver.

Ouster For Von Neumann

(Continued From Page 1)

agreement between the Hoffman Porsche Car Corporation and yourselves may be immediately discussed with the undersigned provided that new terms and conditions thereto can be agreed upon by both parties."

BIG SURPRISE

The next day Von Neumann answered Hoffman:

"Your letter of July 23, 1956, purportedly terminating and cancelling an alleged agreement of November 2, 1955, came as quite a surprise to us. Your reference to a November 2, 1955, agreement is obviously in error, since we are not aware that there has ever been an agreement bearing such date. On the contrary, the only agreement that we are aware of is an oral agreement wherein and whereby it was agreed and understood that so long as we continued to distribute the Porsche automobile in a satisfactory manner in our territory, our sub-distributorship would remain in effect.

"As you know, we have spent considerable time, effort, energy and money introducing the Porsche automobile in our territory and creating a market therefor. This work and our recent expansion program was in reliance on your assurance and agreement that we would continue as the distributor so long as we performed our duties and functions in a reasonably satisfactory manner. I think that you would be the last to deny that we have properly and faithfully discharged our duties and obligations as the distributor of the Porsche automobile in our territory.

"Under all these circumstances it would appear that not only is your purported action in cancelling and terminating our distributorship agreement arbitrary and capricious but it is without right and in direct violation of our agreement and understanding.

'NEW AGREEMENT?'

"It may be that we are jumping to wrong conclusions or that we have misconstrued your letter since we note that in the second paragraph you have invited an immediate discussion of a new agreement upon 'new terms and conditions.' While it is our position that we have a continuing agreement subject to cancellation only for non-performance

or a failure to perform in a reasonably satisfactory manner, nevertheless we are prepared to give due consideration to any 'new terms and conditions' which you may suggest. If you will, therefore, indicate to us in writing the new terms and conditions which you propose to be incorporated in our present agreement, we shall be happy to consider the same."

Von Neumann, well-known Porsche and Ferrari road race driver and whose scuderia includes Phil Hill, Ken Miles and

Richie Ginther, has brought the German marque to the forefront here more than anyone else.

Admitting the equivalent of a "gentlemen's agreement" with Hoffman, von Neumann says he has had difficulty obtaining his share of cars from the beginning. In 1953 he says he received 10 Porsches. The car was virtually unknown in this country then, but since has risen to an eminent position, particularly through the feats (Continued on Page 10, Col. 3)

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Manney at LeMans:

Jag Factory Entries Poop Out at LeMans; Scottish Team Wins

By Henry N. Manney III
MOTORACING Staff Correspondent

LE MANS, France, July 29 — From all appearances this year's Le Mans 24-hour race was going to be a Jaguar benefit . . . the D types were producing more power than before and had more streamlined bodywork as well, which would do them lots of good down the long straights. Three factory cars were entered, Nos. 1 and 3 having fuel injection, and they were backed up by one of last year's cars entered by a Scotch whisky exporter (Ecurie Ecosse)—Ron Flockhart and Henian Sanderson—the eventual winners.

Aston Martin entered three cars of which one was a new model with a lighter tube frame, and inasmuch as Maserati was not running, released Moss to drive one of them with Collins.

Inasmuch as "prototypes" were limited to two-and-a-half liters this year (therefore the race did not count for the sports car championship), Maserati declined to run a team. Ferrari decided to be a sport and ran three bored out Tesa Rossa four holers, which were anything but slow; bearing in mind that previous Ferraris at Le Mans have suffered from too much power at the clutch and gearbox, there was a good chance that these would finish. However they had to scratch around a bit for drivers because Fangio's contract ran out and Castellotti had an attack of the vapors. Our own Phil Hill started in No. 10 Ferrari. Aside from those cars there were the Gordinis and a mixed bag of 300 SL, Salmson, Frazier-Nash, Jag coupe, and several two liter Ferraris.

WORKS PORSCHES

In the under 1500 category were the two works Porsches which were wearing the new low-pivot swing axle as at the Nurburg-ring and also hard tops. These cars were lapping in practice nearly as fast as the Jags and thus would keep everybody honest.

The 49 starters got away all right, and sweeping down the straight from Arnage was Hawthorn in the lead and really trying to shake off Moss and the rest of the Jags. He was having trouble losing De Portago's Ferrari, Hill's ditto, and one of the Gordinis.

Early in the race veteran French driver Louis Hery (Panhard) failed to make White House corner, jumped the bank and hit a tree. He died later in the hospital. The car broke in half.

HAWTHORN FADES

Meanwhile, Hawthorn started running sour and No. 1 factory Jag started making a series of pit stops . . . on the first one he lost 17 places!

Sanderson, in the Ecurie Ecosse D-Jag, was precariously holding first with the Astons of Moss and Walker and the Ferrari of Hill snapping at his heels. Back in the pack the works Porsches had outdistanced their competition and were in flying formation.

All through the night the lead kept changing between Moss and the dark blue Flockhart-Sanderson Jaguar and the positions kept shuffling around beneath them . . . the D.E.s were having a bitter battle with the factory Porsches for the Index of Performance, which only stopped when the Maglioli-Hermann Porsche had all its lights go out on it at speed; the wily Hanstein therefore decided to



ROY JACKSON-MOORE
Drives Healey at Bonneville

BONNEVILLE

Roy Jackson-Moore, the English sports car driver from South Pasadena, is slated to be behind the wheel of an Austin-Healey in the Bonneville salt bed speed runs, Aug. 9-10.

On Aug. 14-15, Ken Miles, another Briton from Hollywood, again opens up in one of the factory streamlined MG bombs. He hopes to complete his runs in time to return for the Paramount Ranch races, Aug. 18-19.

E. Forbes-Robinson may go as an alternate driver in the MG-A, while rumors have it that Carroll Shelby also may zoom over the salt flats in a Ferrari.

be content with the class win and let it go at that especially since the leading Panhard was averaging about 85 mph around the slippery and dark course.

MOSS HOLDS LEAD

At halfway distance, Moss held a precarious lead and was followed by the Scottish Jag, which in turn was being dogged by the Gendebien-Trintignant Ferrari. The order after that was the new Aston, the two Porsches, the Belgian Jaguar, Behra's Talbot, Tappan's Ferrari (which was disqualified shortly afterwards for refueling too early) and the Walker Aston-Martin. Already at this stage there were some 27 retirements.

None of this bothered Hawthorn, who turned a record-breaking lap of 185.5 kph and by the time that dawn broke he was actually in eighth position. The blue D moved into the lead again. Ashton suffered another blow when Walker, trying to make up time after a pit stop, flipped and broke his shoulder. The American-driven Cooper and Bentley moved onto the leader board.

By the end of 18 hours there were only 18 cars left out of the original 49 starters.

From then on the main interest was in whether Hawthorn and Bueb could move far enough up to do any good and whether the Jopp Lotus could catch the Cooper. Rain came and went and with it a strong wind from the west that sent the cars fleeing from it down the Mulsanne straight like tumbleweed.

SNAPS LAP RECORD

Hawthorn was going at a tremendous rate and broke the lap record once more before he was through . . . the race ended

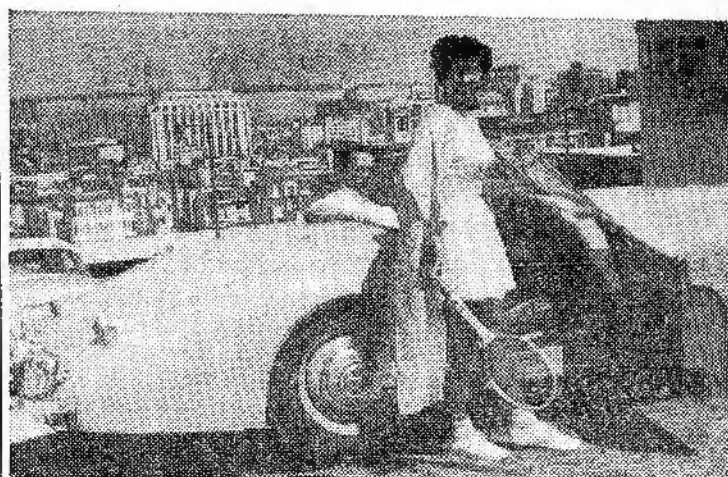
in brilliant sunshine at 4 pm with Britain the victor once again (but not quite as planned), with the dark blue Jaguar of Sanderson-Flockhart first at an average of 104.3 mph for 2521 miles, followed one lap behind by the gearless Moss-Collins Aston and six laps behind him the Gendebien-Trintignant Ferrari.

Lareau's DB won for Index.

Everybody was glad that a private owner won what used to be a private owner's race. The new regulations limiting the size of tanks and prototype engines certainly had their desired effect. Perhaps some day racing will be given back to the people who most enjoy it . . . you and me.

Final standings and official clockings in the Le Mans auto race:

- 1—Sanderson-Flockhart, Scotland, Jaguar; 2,507.688 miles; average, 104.487 m.p.h.
- 2—Moss Collins, Britain, Aston-Martin; 2,495.571 miles; average, 104.168 m.p.h.
- 3—Gendebien, Belgium and Trintignant, France, Ferrari; 2,445.256 miles; average, 101.885 m.p.h.
- 4—Swaters-Laurent, Belgium, Jaguar; 2,370.152 miles; average, 92.546 m.p.h.
- 5—Frankenberg-Tripps, Germany, Porsche; 2,354.986 miles; average, 91.914 m.p.h.
- 6—Hawthorn-Bueb, Britain, Jaguar; 2,370.152 miles; average, 92.546 m.p.h.
- 7—Bicknell-Jopp, Britain, Lotus; 2,109.949 miles; average, 87.913 m.p.h.
- 8—Hugus-Bentley, Britain, Cooper; 2,101.326 miles; average, 87.556 m.p.h.
- 9—Bourrilot-Perroud, France, Maserati; 2,045.457 miles; average, 85.227 m.p.h.
- 10—Laureau-Armagnac, France, D.B.; 1,927.178 miles; average, 80.289 m.p.h.
- 11—Vidilles-Bonnet, France, D.B.; 1,875.977 miles; average, 78.132 m.p.h.
- 12—Hechart-Masson, France, D.B.; 1,835.521 miles; average, 76.479 m.p.h.
- 13—Bourel-Slotine, France, Porsche; 1,770.872 miles; average, 78.786 m.p.h.
- 14—Dumazer-Campion, France, V.P.; 1,751.735 miles; average 72.989 m.p.h.



LILLIAN JUNG, a member of the Chinese Sports Car Club of San Francisco, is Chinatown's and Northern California's candidate in the nation-wide "Miss Tennis 1957" contest, sponsored by the U. S. Lawn Tennis Association. She's shown with H. K. Wong, SCCA S.F. Region drumbeater, on Russian Hill, with San Francisco-Oakland Bay Bridge in background.

Ratings Listed

Bill Murphy, Buick-Kurtis, leads with 12 points in the over-1500cc American Racing Drivers' Club's West Coast Championship standings.

Richie Ginther and Ken Miles, Porsches, are tied for tied for first with 13 points in the under-1500cc class.

Races include Torrey Pines, Palm Springs, Stockton, Santa Barbara, Pebble Beach Bakersfield, Santa Rosa, Pomona, Buchanan Field, Santa Maria and San Diego.

Points are awarded on 3-2-1

basis for the first three places in the Sunday main events only (points in the last issue of MOTORACING were incorrect, including more than one race at San Diego).

Over-1500cc—Bill Murphy, 12; Jack McAfee, 6; Carroll Shelby, 6; John Barneson, 6; John von Neumann, 5; Lou Brero, 5; Masten Gregory, 3; Bill Kraus, 3; Jerry Austin, 2; Phil Hill, 2; Sam Weiss, 2; Harrison Evans, 2; Ken Miles, 2; Fred Woodward, 1; Chuck Daigh, 1.

Under-1500cc—Richie Ginther, 13; Ken Miles, 13; Sam Weiss, 7; John Porter, 7; Eldon Beagle, 5; Jack McAfee, 5; Jean Pierre Kuntzle, 5; Pete Lovely, 2; Cy Yedor, 2; Bill Pollack, 2; Rex Huddleston, 1.



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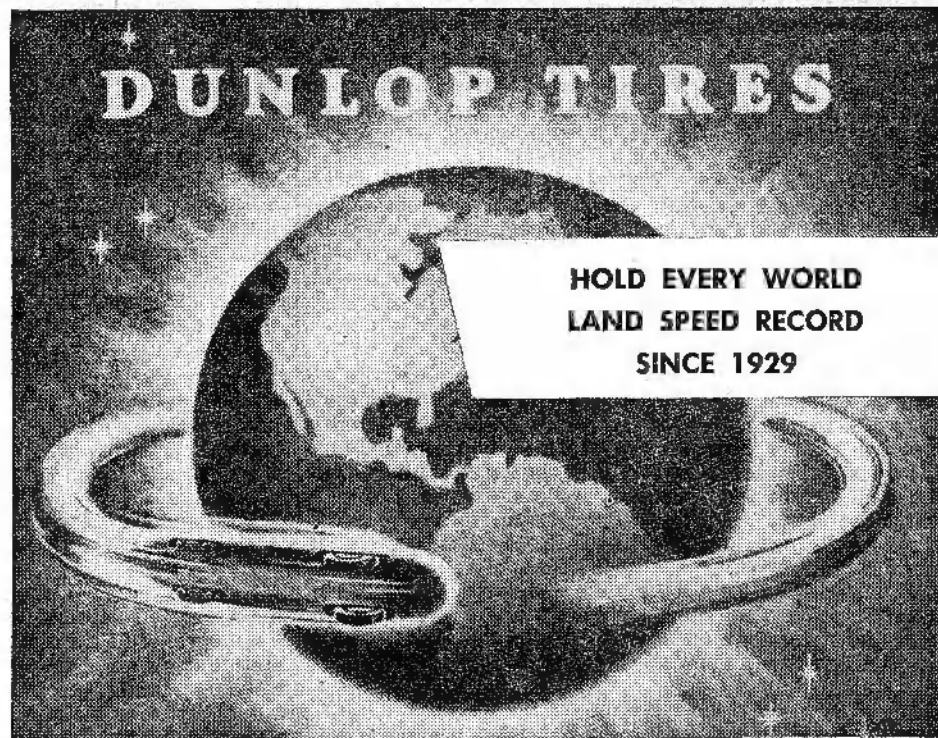
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By Art Luring
Los Angeles Times Columnist

NEED FOR INTEGRITY SEEN IN VON NEUMANN-HOFFMAN RIFT

INTEGRITY: n. state of being complete or whole; uprightness; virtue; honesty; soundness; unimpaired or unbroken state of anything. (WEBSTER'S.)

THE SITUATION locally extant in the Porsche distributor-dealer-owner structure seems the opposite of the classic noun definition heading this exposition.

Stated in simple terms, what has happened during the past fortnight, is this: Max Hoffman has abruptly "fired" John von Neumann as Southland Porsche distributor. The dismissal was summary and almost sans warning.

Both are colorful and controversial figures. Hoffman is, of course, the grand sachem and national importer for the entire Estados Unidos of the trim, air-cooled, rear-engined bombs. John von Neumann has, virtually single-handedly, invested sweat and fortune in a successful merchandising and racing effort over a period of almost five years, to locally bring the Porsche from a "what-the-devil-is-THAT" status to the prestige sportster that it is today.

And because both individuals are so vital a part of the imported car picture, the raging controversy has stirred a factional uproar amongst press, dealers and Porsche owners that now reaches the lurid end of the emotional spectrum.

CHARGES AND COUNTER CHARGES FLY

Charges and counter-charges fly thick and fast. Hoffman avows his intention of establishing a new Porsche dealership roster; opening a vast local wholesale and retail outlet; formulating a huge stockpile of spare parts and conducting a school wherein dealers' mechanics will get the "factory-inspired word" insofar as proper diagnosis and therapy of Porsche ailments are concerned!

According to this, one can draw an inference that Von Neumann has not accomplished the above. For the record it should be stated that he already maintains a huge wholesale and retail establishment plus an excellent dealership roster, ample spare parts (almost \$100,000 worth) collected during the past four years and has constantly conducted "factory-inspired" classes wherein dealers' mechanics learned how to chastise recalcitrant Porsches in Deutsch.

PORSCHE INTEGRITY IN JEOPARDY

It is not the purpose of this chronicler to perpetuate a "y'did-y'didn't" diatribe. Nor shall he have attempt to analyze the motives underlying the abrupt guillotining of Senor von Neumann. Instead your pundit wishes to point out that Porsche integrity has been placed in certain jeopardy. In one fell swoop, a pioneering, functioning organization has been disrupted. For the space of at least 24 hours Porsche owners suddenly became orphans insofar as parts and service were concerned.

Fortunately for owners and marque, von Neumann was able to swallow his understandable anger. He proved that he placed the welfare of owners above his own feelings—by throwing open his parts stockpile and keeping his now virtually "outlaw" Porsche service functioning for as long as his supply lasts!

For this, at least, he deserves a high seat in whatever Nirvana auto dispensers are supposed to attain.

The fate which has befallen Von Neumann has happened to others dispensing British, continental or American makes. This writer is tired of the high-handed attitude with which "big names" and/or factories imperiously disregard a man's risk of capital and hard work and virtually wipe him out with the stroke of a pen, invoking cancellation clauses for causes both real or imaginary.

(Continued on Page 7, Col. 2)

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LOU BRERO, well-known sports car pilot and general chairman of road races at Arcata, Aug. 18-19, is anything but an armchair general. He's at speed on the Ferguson bolide, and report is he hit top speed of 18pph (posts per hour) while preparing snow fencing at the airport course.

Scenic Locale For Races

(Continued From Page 1)

straightaways, which are 250 feet wide, give ample space for drivers to maneuver when they hit speeds of from 120 to 140 mph there.

A popular figure in the national sports car circles, Arcata lumberman Louis Brero is SCCA general chairman for the race and will drive a D-Jag or Cad-Kurtis. Bruce MacIntosh stated, "Elevated terrain permits many advantageous viewing areas which will allow spectators to enjoy the race in perfect comfort and safety from their cars."

Other top drivers are Sammy Weiss, Sterling Edwards and Chick Leson.

The race is sponsored by Eureka Kiwanis Club and Redwood Sports Car Club, and will benefit their boys' welfare fund.

FLYING SERVICE

Fans who wish to fly to the event may make arrangements with SCCA, S. F. Region, 2911 Van Ness Avenue. The special round trip fare is \$22. A flight leaves Oakland Airport at 6:15 a.m., Saturday, Aug. 18, with a stopover at Sacramento at 6:45 for passenger pickups. Another flight leaves S. F. airport at the same time, with a Santa Rosa pick up at 6:45.

Both flights arrive at Arcata Airport at 8 a.m. The return flights will be Sunday immediately after the conclusion of the Victory Dinner at 10:30 or 11:00 p.m.

Race headquarters is Eureka Inn, which is now accepting reservations for the race weekend as are many motels and hotels in the Eureka-Arcata area.

Kamm Seeks Repeat Victory At Gardena

Paul Kamm, Salinas, winner of the CRA's 100-lap main event recently at Gardena Stadium, returns to the quarter-mile clay oval for a repeat attempt in his Dodge-powered sprint car Saturday night, Aug. 18.

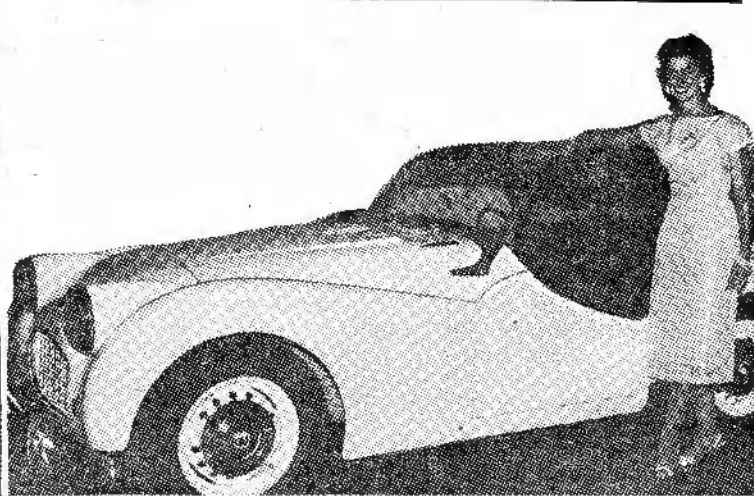
Phoenix's Art Bisch, who chalked up six straight feature wins within recent months, was runner-up to Kamm and again figures keen with the C. and T. Automotive's Ardon flyer. Dick Hawkins, only Negro pilot in Western racing, placed third and could furnish the big surprise. The Aug. 18 speedfest features a 40-lap main and full preliminary card. Trials start at 7, racing at 8:30 p.m.

BECK SCORES WIN

Roger Beck won the Jalopy Derby main event July 29 at Gardena Stadium in a race that took over one hour to complete and saw five crashes eliminate all but five of the 16 starting cars.

FREE! FREE!

Don't believe everything you read. Some meat-head slipped in those notes about free subscriptions to MOTORACING. The regular rate is \$2 per year. Turn to Page 3 for handy subscription order blank.



MISS EUREKA—Pretty DeAnne Brown poses alongside a Triumph TR3 entered in first annual Redwood Empire Road Races at Arcata Airport in Northern California, Aug. 18-19. Event is sanctioned by San Francisco Region of the SCCA.

Service Facilities Set At Cal Sales

Service facilities of Cal Sales, Inc., Western distributors of the popular British-built Triumph sports car are now open to all Triumph and Doretti owners. That's the word from Paul Bernhardt, factory-trained service manager, who has a large staff of expert mechanics set to tackle routine or special problems. Equipment includes a dynamometer.

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• Up the Straights

By Jim Mourning

DRIVER'S OUSTER BROUGHT ON
BY HIMSELF, SAYS SCRIVENER

UNLESS our rather ample proboscis deceives us, we detect the odor of ripe red her-ring being wafted on the summer breeze. Which, in case we're being a mite obscure, is our way of leading into the business of one John Martin, his brisk ejection from the ranks of the CSCC, and the bumper crop of half truths, misinterpretations and irrelevancies which have sprung up around this affair.

Actually, we hate to dabble our lumpy toes in this turbulent pond, since we've always considered Martin a friend and a potentially good driver. But, as a newspaper man, we could not tolerate the cavalier fashion in which the facts were being bandied about.

To begin with, this is not a "small guy" versus the big bad club issue. This is an individual case with enough peculiar circumstances to invalidate it as the basis for a blanket accusation of mistreatment of said small guys.

The basic, bare and unvarnished truth is that Martin literally dug his competitive grave with his own tongue.

Although the records—still available in the CSCC office—show that Martin was reported at least four times for either erratic driving or leaving the course, the Contest Board did not feel this serious enough to demand disciplinary action. They merely wanted to explain that they felt he was risking his clavicle by consistently driving beyond the capacity of his machinery on such a tricky circuit.

AN 'INSANE RAGE'

According to reports from both board members and non-members in attendance, Cy Yedor barely got started on this explanation before Martin went into what has been described as an "insane rage" and a "violet tirade during which he screamed and shouted."

Arriving 45 minutes late, Martin started out with the assertion that he'd never race for the club again, then warmed to his task and managed to insult the race judges and the Contest Board collectively and individually before expressing his doubts about the sincerity, integrity and competence of the entire Board of Governors.

According to one non-member who was there, the only surprising thing was the fact that "none of the board got up and punched him in the nose."

Thus, Martin's contention that the action taken was less a question of driving ability than of personality is borne out. The club has never contended it was anything else.

Up until shortly before the event, most of the officials had never heard of Martin. When they did, it was because he insulted the Chief Technical Inspector for enforcing a year-old regulation that applied both to the "small guy" (we got caught on this one several months ago) and the "favored few with a \$16,000 racing giant." Martin apparently felt this didn't apply to him.

ACTION CAME LATER

But the board unanimously asserts that this wasn't even taken into consideration and that absolutely no action was even considered until after the waltz at the board meeting.

Strangely enough, considering the real reason for the bounce, in the blasts following Martin's expulsion, the race judges in general and Moss in particular received much heat.

The general assumption seemed to be that Moss knows as much about pretzel bending as he does about what goes on around a road circuit.

RACING LONG AGO

What is overlooked is the fact that Moss was racing an MG and an Allard when many of those now dicing still thought a Singer was a sewing machine and a Jaguar was some kind of South American alley cat.

As for the penalty invoked, was it really so severe? Did an indefinite suspension and the old heave-ho result in much of a loss for Martin? During the meeting, Martin stated flatly that he would never race for the CSCC again and that he fully intended to resign. In his letter to this publication, he said, "My decision to desist from further racing under the banner of the CSCC was definitely made prior to the actual races at Pomona."

Since the CSCC sponsors about 90 per cent of the local racing, it doesn't look like much was really taken away from Martin.

Another Title For Fangio

ADENAU, Germany, Aug. 5 —By winning the German Grand Prix in a Ferrari here today, Juan Manuel Fangio of Argentina virtually clinched his fourth world's driving championship.

Peter Collins of England led by one point before today's 311-mile race, but he was forced out by engine trouble.

Fangio averaged 85.43 mph, a record. Stirling Moss of England was second in a Maserati, followed by Jean Behra, France, Maserati.

The 45-year-old Fangio took an eight-point lead over Collins in the point standings.

RALLYE CALENDAR

Beginning in the next issue of MOTORCING, a rallye calendar will be published.

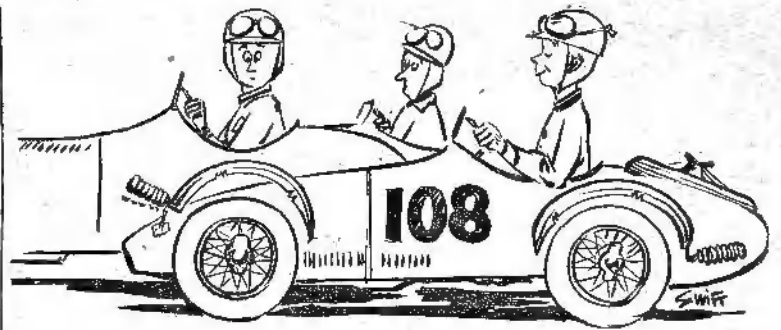
All club secretaries are requested to send MOTORCING information regarding rallyes, including the date, time and place to meet.

PROGRESS AHEAD

A 40 per cent growth in the American economy over the next 10 years has been predicted by George P. Hitchings, manager of Economic Analysis Department, Ford Motor Company.

FREE! FREE!

Sorry, no space here regarding the free subscriptions to MOTORCING. Please turn to Page 11.



SPORTS CARS FIRST

I did not wish to clip the subscription coupon out of the paper, since I am going to mail it to a friend in Ohio but, as requested, I am submitting a list of items in which I am interested. I am generally interested in anything automotive, however, if coverage must be limited I would prefer space be given to these topics in the following order:

1. Sports cars, 2. Rallyes and gymkhanas, 3. Grand Prix, 4. Stock cars, 5. Hot rods (drag results, etc.), 6. Race cars.

E. S. Penick
Los Angeles 48

MORE ON SPORT CARS

Enclosed you will find \$2.00 for a one year subscription to MOTORCING. I'd like to see more on sports cars, perhaps tips on keeping them in top tune. I am sure that a series of articles on competition driving technique would be of interest to all.

James G. Strickland
Chicago 51

OUR REPORTERS DIG

You're a fine humorous (and serious) up-to-date sports-car newspaper. I know you're just getting started, but even now it contains quite a lot: your reporters seem to really dig.

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I would like to congratulate you on your fine publication. It is just what I need to keep me informed on what is going on, not only locally

Las Vegas Gymkhana Captured By Newman

The Las Vegas (Nevada) Sports Car Club received a big turnout when it held its monthly gymkhana at Nellis Air Force Base near Las Vegas last July 22.

Overall winner was Frank Newman, Jaguar, former club president. Second was Bill Pursel, Mercedes-Benz 190, and third, David Kennedy, TR-3.

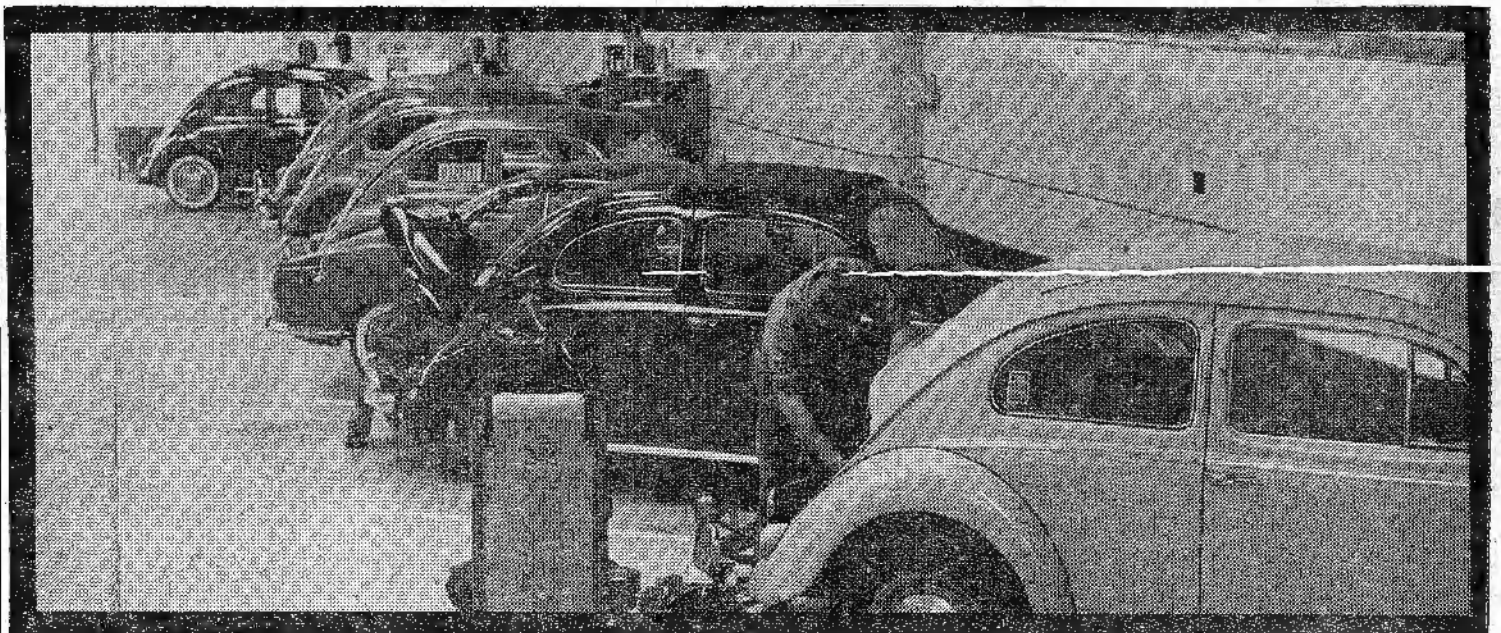
Other results:

C. Frank Newman, Jaguar; Jim Corey, Mercedes-Benz 300 SL; Ernie Haupt, Jaguar; D and E. Bill Pursel, Mercedes-Benz 190; David Kennedy, TR-3; tied for 3rd, Andy Mailman, TR-3, and Larry Suit, TR-2. F. Bob Jones, Volkswagen; Major LeRitz, Simca; tied for 3rd, Jim Hill, MG, and Ted Goodwin, MG. Ladies, tied for first, Gerry Kuyzk, MG, and Billy Gilmore, MG.

All visitors to Las Vegas are invited to club meetings and events. Call Barbara Hall, DUdley 4-3700 or stop by Import Motors.

but abroad. I appreciate the quick results of the foreign events.

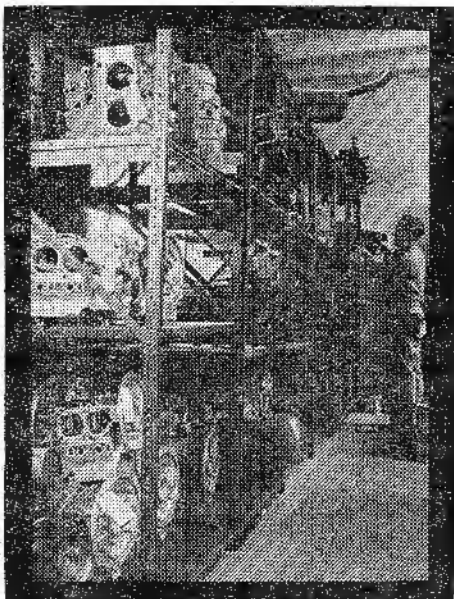
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European Scene

By W. Robert Nirske

ITALIAN CARS LACE BRITISH RACERS AT SILVERSTONE

RESULTS OF the British Grand Prix, run at Silverstone, were exactly as anticipated. The Italian cars were superior in every way to the British entries: Ferrari and Maserati finished strong, with a lone Connaught placing fourth. The BRM and Vanwall cars did not finish.

There was shown, of course, a tremendous interest on the part of the British enthusiasts in the cars which wore the racing green colors. Hopes for a green car to be victorious—or even several to make a clean sweep—rose to almost stratospheric heights before the race, despite the poor showing of the cars in earlier starts.

The Friday training period furnished the basis for this accelerated feeling about the British entries.

Mike Hawthorn, in fine form that day, drove the well-performing BRM formula car to a speed of 102.3 mph, equalling the official record for the three-mile Silverstone circuit.

TIMES FALL SHORT

After this excellent performance, which was greeted with enthusiastic jubilation by the attentive, if partisan, crowd, the Vanwall people tried to beat that feat. To many, the Vanwalls seemed superior to the BRMs. This viewpoint is substantiated by past performances. Harry Schell tried hard, but the best he could do was 101.3 mph. And Froilin Gonzales, who had flown in from Argentina especially to drive the Vanwall in the British Grand Prix, lapped at even less than the time made by the American Schell.

To prove that their cars could also travel quite rapidly, the Maserati and Ferrari teams drove several fast practice laps.

Stirling Moss, Britain's most popular driver, drove his Maserati at the record speed of 104.3 mph. Juan Manuel Fangio took his Ferrari around the circuit at 103.3, and his stablemate and the point-leading contender for the world championship, young Peter Collins, lapped at 102.3.

TROUBLES START

As soon as the actual race of the 20 starters got under way, the British cars began having various troubles. Gonzales broke a half-shaft before

FRESNO RACE SET

FRESNO, AUG. 8—Mike McGreevy, pint-sized auto race star of Northern California and one of the winningest, will tromp his little right foot on the accelerator of a 120-mile-per-hour midget race car in the 500-lap midget race Saturday night, August 11, at Fresno Airport speedway.

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his Vanwall had traveled 500 feet; the car of Trintignant lasted for 75 laps; and Schell quit with his Vanwall after covering 97 laps. Investigation proved that the cars had developed a most peculiar trouble. Tony Vanwall stated that the cars will not be raced again until the mystery is cleared up. "The fuel is dissolving the car's tanks and choking the fuel pipes, causing engine starvation."

The BRM of Flockhart stopped after 10 miles. The engine went dead and did not respond. Hawthorn did quite well. He led the race for some 15 laps, but then retired after having covered about 60 miles with oil seal failure. Brooks overturned his BRM at Abbey Curve and the car caught fire. The driver was taken to the hospital with a broken jaw, concussions, and ankle injuries.

MOSS TAKES LEAD

One of the Connaught cars placed fourth, driven by Jack Fairman.

When Hawthorn dropped out of the race, Moss took the lead with his Maserati. Fangio had spun his Ferrari at the ninth lap and chased the leaders. The Maserati of Moss developed a split tank and he had to make repeated pit stops. Fangio finally caught up with the leaders and headed the group by lap 69; he was never again passed. Collins took over the car of de Portago to finish the race.

Some of the times achieved by the cars and their drivers during the actual race are of interest: Hawthorn (BRM) reached 137.4 mph; Schell (Vanwall), 136.8; Brooks (BRM), 136.3; Fangio (Ferrari), 134.8; Collins (Ferrari), 134.3; and Moss (Maserati), 133.8.

FINAL RESULTS

Final results of the British Grand Prix were: 1. Fangio (Ferrari), 98.05 mph; 2. Collins (Ferrari) (with de Portago) 1 lap behind; 3. Behra (Maserati) 2 laps; 4. Fairman (Con) 3 laps; 5. Gould (Maserati); 6. Villoresi (Maserati); 7. Perdica (Maserati); 8. Godia (Maserati); 9. Manzoni (Gordini); 10. Castellotti (Ferrari). Moss drove the fastest lap at 102.104 mph.

Standings for the championship stood at: Collins 22 points; Fangio,



DR. HILDRETH HOPPE
She Joins Pro Ranks

Pro Pilots Go at Gardena

Road Racing Register's pro sports car brigade makes its second appearance at Gardena Stadium Saturday night, Aug. 11, with a large entry list anticipated by RRR officials.

RRR's ranks were just swelled by Dr. Hildreth Hoppe, who accepted a post on the Board of Directors. It is likely Dr. Hoppe will compete in a special match race, but will not vie in the regular program.

Scotty Cain, popular jalopy and stock car leadfoot, is slated to pilot a Jowett Jupiter, but may find a more powerful mount by race time. Several other pro track drivers are expected to augment the field.

The over-1500cc main event is a 30-lap fracas, as is the under-1500cc feature. Races start 8:30 p.m. after timing runs at 7.

A special highlight is the match duel between Ed Southard in a Ford Thunderbird and an unnamed driver in a Chevrolet Corvete. Cain may hop into the Corvete, Promotional Director Harry Schooler indicated. Purse is 40 per cent of the gate, he said. General admission has been cut to \$1.75 from the previous \$2.50. The track is located on Western Avenue at 139th Street.

21: Behra, 18: Moss, 13.

Moss won the 75-mile sports car race, driving a 3-liter Maserati, at 93.94 mph. Salvadori (Aston Martin) placed second; and Titterton (Jaguar) placed third.

Checkerd Flag

(Continued from Page 5)

SUGGESTION THEY GET TOGETHER

Dealers of Detroitsters have banded together in their fight for franchise security and have found a champion in the U. S. Senate. It could be that the pioneering foreign-car distributors and dealers here will have to band together and fight for their own survival. Ours is a free-enterprise, competitive economy. And so long as business relationships are conducted with integrity the imported car market will thrive!

Neither combatant ever wins a fight. Both sides nurse bitterness, broken noses, split lips and black eyes. Your scrivener, at the risk of being clobbered by the two factions, suggests that Hoffman and von Neumann resume their ante bellum status. Otherwise, it may be a cold, hard winter for "Porschists" in the sunny Southland!

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The Rear-Engined Car

(Following is one of the two concluding installments of a series started some time ago on the rear-engined car by Roger Barlow.)

By Roger Barlow

Now what are the factors which lead a factory to decide upon a rear-engine design? Low cost certainly seems to be paramount. Dr. Porsche designed the Volkswagen to be the cheapest car in the world and absolute rock bottom production cost was laid down as his primary goal.

We can assume that the 4 CV Renault also had low cost as first consideration. Fiat announced that production economy was the main consideration in deciding upon a rear engine for the new type 600, which is the latest rear-engine car to reach the market.

The grouping of the engine, gearbox and differential into a single unit apparently results in considerable savings when a completely new motor car is being planned—the elimination of the drive shaft alone is an obvious saving and, if all other considerations were the same, could in itself swing a decision in favor of rear-engine placement.

In addition to production economies, the use of a rear engine contributes towards a more comfortable ride—particularly in a very light short wheelbase motor car—where good riding characteristics are not easily come by.

MAIN ADVANTAGES

Therefore we determine that the main advantages of the design are:

1. Lower production costs.
2. Excellent ride characteristics.
3. Lower floor and roof line.

To offset these definite advantages, there are some equally clear disadvantages to the rear-engine design.

The first and foremost of these is the deterioration of stability and roadholding caused by the concentration of so much weight in the tail of the motor car. The degree of oversteer resulting from the placement of the engine behind the back axle varies greatly from one design to another. In the Volkswagen it is considerably greater than in the Renault, while in the Fiat 600 it is alleged to be virtually non-existent.

This came about, I am sure, from the fact that in developing the VW, Dr. Porsche was first concerned with cost and then secondly with providing his vehicle with an excellent reliability factor; therefore during most of the very extensive testing of the VW prototypes all effort was concentrated upon eliminating "bugs." Roadholding was something of a minor consideration. Also remember that the original VW had noticeably less power than the present model and that its top speed then was actually well under 60 mph. Therefore, at the time of its initial design, roadholding and stability naturally were considerably less important than providing the German masses with the cheapest possible ultra-reliable transportation.

BETTER THAN VW

When the 4 CV Renault was designed to fill a very similar (Continued on Page 9, Col. 3)

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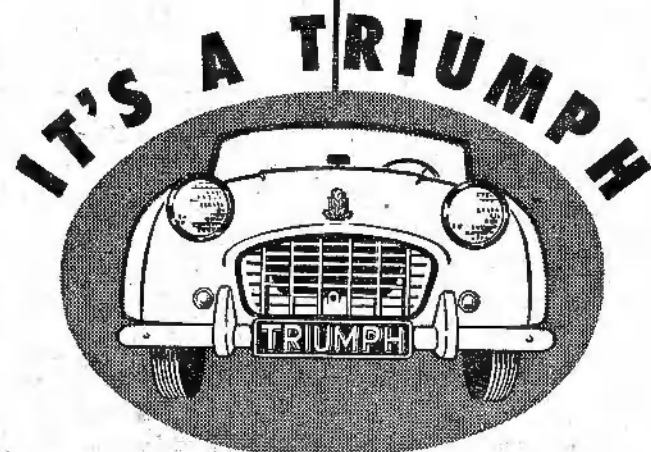
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Cam(p) Followers

By Cal Howard



Rallye Roundup

By Buzz De Bardas

HOW TO CORRECT FOR ERROR IN 10-MILE ODOMETER CHECK

LAST WEEK we started on the 10-mile odometer check. Now let's get technical and start correcting for the error between our odometer and the Rallye Masters.

Actually, the amount of work you do depends upon the type of computer you are using, and is the odometer check, as listed by the Rallye Master, at 10 miles or is it at 10.7 miles?

Let's start with an easy one. Rallye Master shows 10 miles and you show 9.0 miles. Speed asked for is 30 M.P.H. You would then divide 10 into 9 and get .90 as a factor. Then multiply 30 M.P.H. by .90, and you would get an answer of 27, which is a corrected speed of 27.0 M.P.H.

The above formula was shown as an example but is not needed if the odometer check is at 10.0 miles. If you show 9.0 miles, you are 10 per cent short. Then, all you have to do is subtract 10 per cent from the M.P.H. asked for, which was in this case 30 M.P.H.

WORK OUT FACTOR

If, though, the odometer check was at a different distance than 10.0 miles (let us say 10.5), then you do have to work out a factor as I did in the first example. A point to remember is that if the odometer check is at 10.5 miles, and your odometer shows 9.5 miles, the correction IS NOT 10 per cent, but .09047 per cent.

Now, if you think that I'm being a bit fussy about a mere .00953 per cent, just remember that you are probably competing against guys like Howard Frank who, it is rumored, carries a large club to beat over his navigator's head if they should arrive at a check point with more than a two second error. I might mention that his navigators seem to last for a long time.

LOTS OF WORK?

Another point to consider is that, once you have established a factor or correction at the odometer check, you will use this correction, or factor, for all the speeds on the Rallye. Again, remember, if you are short at the odometer check, you will SUBTRACT from all speeds. If you are over, you must ADD to all speeds.

Now, as you can see from this article, all this gets to be a

lot of work, but I have real good news. In my next article, I will cover a system that takes about five seconds just once during the complete rallye to correct for the error between your car and the Rallye Master's as is indicated at the 10-mile odometer check, or at any other distance that he may have the odometer check point located.

RALLYE D'ORO

By the way, if you are going to enter Rallye D'Oro, August 25 and 26, get your entry in early. Last year there were 233 entries. If the S.M.F.C.C.A. gets the 250 cars they expect, the last few cars will be starting at 4 o'clock in the morning. Phone Betty Lynch, EX. 8-3933 for a low starting number.

(Tired old navigators—watch for the next issue!)

Oregon First

Oregon, in 1919, was the first state to put a tax on gasoline, according to the National Automobile club. All states had a tax on gasoline by 1929.

Photog Honored at Banquet

More than 100 members of the sports car fraternity, many of them members of the "Tigers," turned out last week to honor Lester (The Road Tester) Nehamkin, well-known automotive photographer, at a testimonial dinner in L. A.'s Chinatown.

He was presented with a \$100 check by E. Forbes-Robinson, the driver and sabre duellist, on behalf of those present; a unique medallion, by Cameraman Bill Southworth; an over-sized piece of wearing apparel on behalf of the Women's Sports Car Club, by Jay Gurey, the official human being, and a handsome trophy by Dick Sherwin of West Coast Sports Car Journal.

Jack Douglas, the driver and TV exec, was master of ceremonies. The program was arranged by John Malone, the public relations counsellor.

FREE! FREE!

Had to move the story on free MOTORACING subscriptions to another page. Please turn to Page 3.

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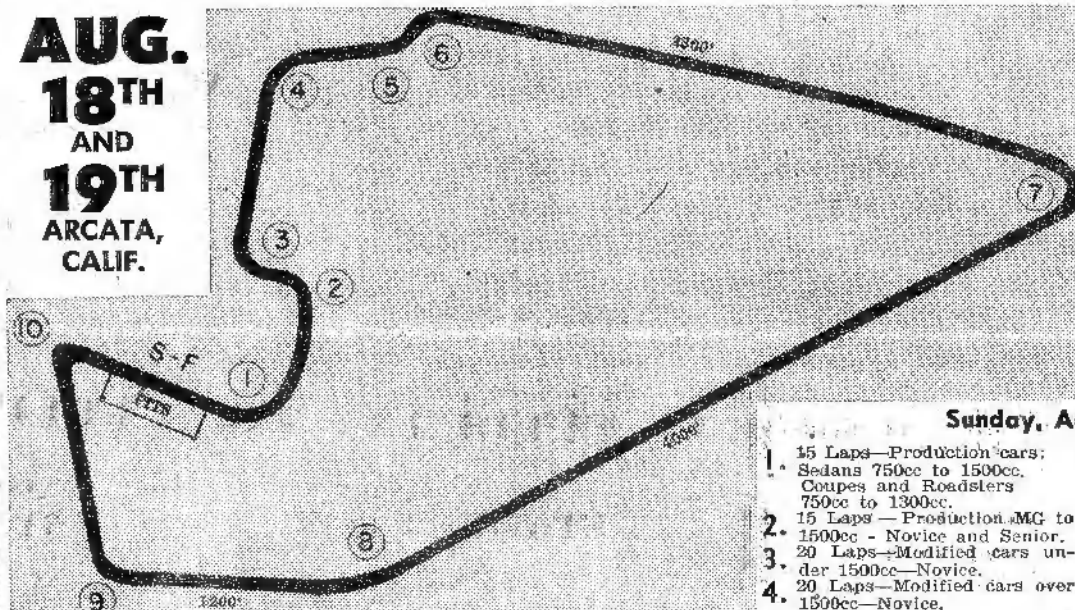
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8:00 A.M. to 12 M.—Registration and Safety Inspection.
12:15 P.M.—Drivers meeting at starting line before practice.
12:30 P.M.—Practice for cars under 1500cc followed by practice for cars over 1500cc.

Sunday, Aug. 19, 1956

- | | |
|---|--|
| 1. 15 Laps—Production cars; Sedans 750cc to 1500cc, Coupes and Roadsters 750cc to 1300cc. | 5. 20 Laps—Production cars 1400cc to 2000cc (no sedans) |
| 2. 15 Laps—Production MG to 1500cc—Novice and Senior. | 6. 33 Laps—Modified cars under 1500cc—Senior. |
| 3. 20 Laps—Modified cars under 1500cc—Novice. | 7. 20 Laps—Production cars 2000cc to 5000cc—Novice and Senior. |
| 4. 20 Laps—Modified cars over 1500cc—Novice. | 8. 33 Laps—Modified cars over 1500cc—Senior. |

Victory Dinner Reservations May Be Made at the Track



Myra's Clipboard

By Myra Jones

PIT GLEANINGS FROM
THE SAN DIEGO RACES

Fiesta Del Pacifico San Diego Road
Races—July 21-22

California Sports Car Club

CHARLES ASH, Marine technical sergeant at Camp Pendleton, burned out a rod bearing in his #67 MGTF in practice. His crew worked for an hour and had 30 seconds to spare before the green flag. In the second lap he lost oil pressure and dropped out.

George Davis, #65 Simca Aronde, was black-flagged for losing gas. He had filled it too full and overflowed around the corners. **Bill Murphy** tried a few laps in Harrison Evans' D-Jag.

Jim Orr probably took the prize for distance traveled. He flew into Burbank from Kentfield (near San Francisco). **Bill Devin**, his mechanic, met him with the well-equipped VW Camper and the Devin Panhard. A new set of Norton cylinders with overhead cams had been installed in the Panhard engine. Before practice, two pins on the valve gear sheared off, so Jim had to sit out Saturday's races. They made the repairs Saturday night and Jim was doing well Sunday in the consolation race until he broke an oil line. Jim was the best-dressed man in the pits, changing to a business suit and tie before boarding a plane back home.

The Sista #444, owned by **Dick Maynard**, came apart at the seams while **George Dillaway** was driving it in the third race. He was running sixth overall and moving up when expensive noises started. A later check disclosed that a connecting rod bolt broke. This allowed a rod to come loose. The crank shaft bent the rod and it hit the connecting rod next to it, tearing it out. Both pistons and cylinder sleeves broke.

Leonard Senegles, driving the pretty white Giulietta #78, blew a rod in practice. He had a large-sized hole in the block and oil all over the place. He loaned his battery (the only one that would fit) to **Harrison Evans**, whose Ferrari needed one.

While the cars were lined up on the preliminary grid, **Dusty Miller** found a jack in his MG Special #8. He decided he didn't need the extra weight. **F. Edward Parker** had his first try with his new Renault, which lost 2nd, 3rd and 4th gear. The five-speed gear box was not suitable. He plans to change it to a three-speed box. **Jim Peterson** (formerly Jag Jim and now Corvette Jim) lost 2nd gear in race three. **Fommy Jamieson**, Burbank police commissioner, had trouble with his "Roll House Mouse." In race 5 he made a quick pit stop to change plugs after lap 1. On the last lap he tore the center hub out of the clutch. Since this is a Morris Minor clutch with a Simca center hub adapted to a Crosley fly wheel, he was sure he couldn't get it fixed in time for Sunday's racing. But after a few Martinis and several phone calls they found someone to weld the ailing part and he was able to run Sunday. He was doing well in the consolation race when the carburetor began giving trouble. Several pit stops later and five laps, 90 seconds behind the leader, he crossed the finish line first in class H. They cleaned out the carburetor and found dirt in it. He tried again in the under 1500cc main event and still couldn't finish closer than five laps, 17 seconds behind the leader. He took 2nd in class.

The 500s are mighty proud of their home-bults. On Saturday they took the 1st three places, with a Cooper JAP coming in fourth. **Terry Lamoureux** lifted a cylinder in his AJS Special on turn 3 in the third lap. **Dave Trimble** did a mighty fine spin (1½ times around) but finished third.

Marry Morrow in #101 had a slipping clutch and insipient seizure of the engine, but he finished fourth. **Ray Poe** in #6 broke a rear axle after three laps. **Bob Ray Woods** reworked one in LA to specifications and brought it down for installation at the course. The Trimax #2, with **Paul Gager** at the wheel, broke a magneto drive in practice. On Sunday, they accomplished the impossible—every starter finished. Morrow had only one axle and no clutch. **Lamoureux**, in the Nonpareil, had only 4th gear and **Ray Poe**, #6, had no clutch—but six started and six finished.

Bill Friedauer, #99 Austin Healey, had trouble with floating valves at 5000 rpm in practice and decided to watch. The course was hard on tires. **Ken Miles** used a set of tires during a 15-lap race. Color was added to the racing week-end by the costumed bag pipe troop and the dancers. I would still like to have the races opened by the National Anthem.

Dave Watters and R. W. Oswalt

CSCC President Gets Award From Women

The Women's Sports Car Club has awarded a lifetime honorary membership to Joe Weissman, president of the California Sports Car Club. Gloria Dearborn, vice-president, made the presentation at the San Diego races victory banquet. Honorary memberships have been awarded to two other men—**Jim Matthews** and **Stirling Moss**.

broke a pitman arm on their MG Simca Special #35 in practice. They just watched the races. **Robbie Robinson's** pit crew ran out of instructions during one of the races, so they held up a sign saying "Made in Australia by Kangaroos." As Robbie went by he shook his fist. The entire story is too lengthy, so just ask Robbie. **Dick Nash** had trouble with two cars. His first entry, an MG Special, developed a bad crank. He changed to a Morgan and it burned out a valve. Saturday's little scooter race was won by **Bill Pollack**. Sunday, **Len Ritter** ran full throttle on Chip Porter's Cub and took the first place trophy donated by Al Moss. **Bill Southworth** (Grand Prix Films) ran out of gas before the first turn. Rest of the field finished as follows: **Warren Olsen**, **Pollack**, **Lew Bracker** (protested and disqualified for cutting off the last two turns), **Moss** and **Lance Reventlow**. **Richie Gintler** threw a rod on Johnny Porter's scooter and had to be towed back to the finish line.

C. K. Enoch had trouble with his Crosley Special #34. On Saturday he had a broken oil pump. Sunday, the carburetor floats were sticking. It sounded mighty rough but he finished. He also spun out and was hit by an MG. **Jim Peterson**, #15, developed a loud and expensive noise in his Panhard as he was driving to the course. He left the car in Carlsbad and came to the races by bus.

Ed Barker, #24, carefully checked the spark plugs on Sunday at the last minute. In the excitement of the start he felt the distributor cap loose. The engine began cutting out. He stopped to check and found that a coil wire had also broken loose. His mechanic, **John Lumkin**, rushed out to the corner and helped him fix it. He was able to finish the race but not first as he did Saturday.

#124, the Fraser-Nash driven by **Jim Firestone**, had a slipping clutch. This is the same car the Sawyers used to drive. What has happened to Pat and Bob? The Jaguar Owners' Association would like to contact another club to discuss possibilities of jointly renting a permanent club room. If interested, call **Myrtle Newman**—State 5-2932. **Ken Miles** almost pulled a booboo. He usually carries a key to #50 in his pocket and one in his tool kit but somehow both keys were left home. It is good he has an efficient mechanic.

Thanks again to all of the kind people who stopped me in the pits and expressed appreciation for my Clipboard. I also appreciate the people who stop me with interesting stories. Remember, the purpose of my efforts is to let everyone know why a car does not finish a race and to let you know some of the things that are going on in the pits. This means sportsmanlike behavior as well as the problems. Thanks also to **Carmela Martin** for collecting the DNF information and writing the Clipboard from Santa Maria.

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CALENDAR

AUG. 9—Lincoln Owners Club Meeting, 8:00 p.m.
NSCDA Installation of Officers, 8:00 p.m.

AUG. 13—MG Car Club, 7:30 p.m. Contact Willard King. MA 6-1515.

AUG. 19—After Paramount Ranch Race—Get Together, 8:00 p.m.

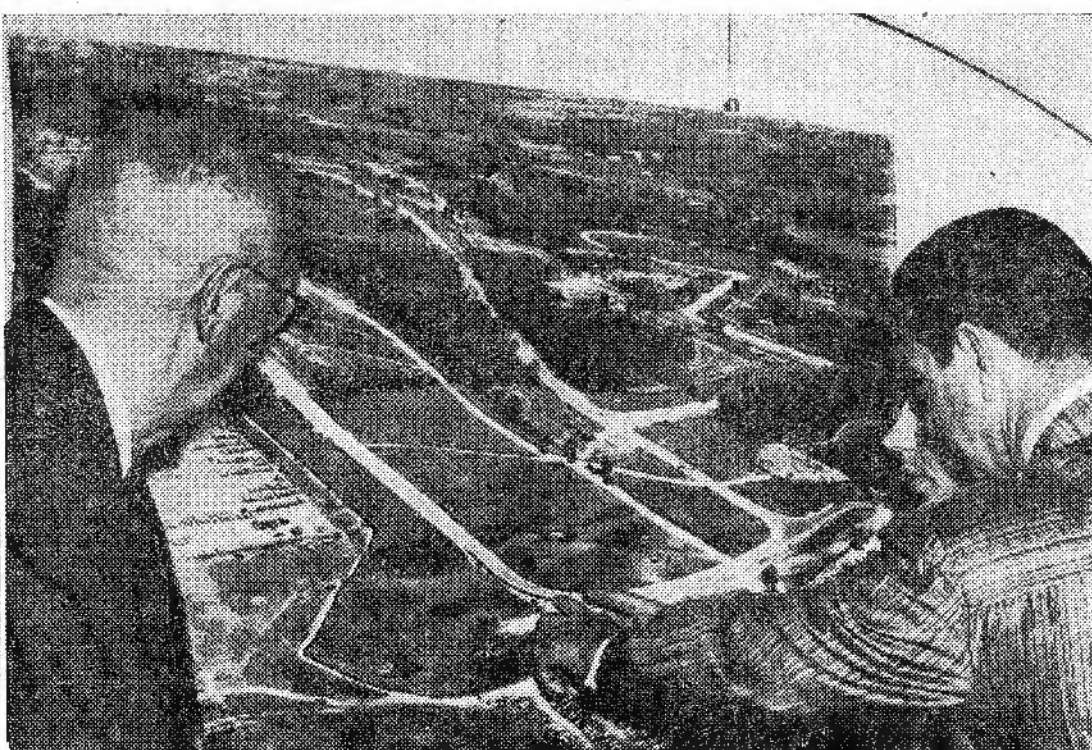
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TOUGH COURSE—E. G. "Cannonball" Baker, left, Indianapolis, NASCAR commissioner; Frank Mundy (right) of Atlanta, twice national AAA stock car racing champion, and Dick Dolan, Chicago, looking over the large picture showing the tricky four-mile Road

America course at Elkhart Lake, Wis., where the first annual 250-mile International stock car race will be staged August 12. Baker rates this as America's finest testing ground for automobiles.

Rear-Engine Car

(Continued from Page 7)

need for the French working man, the designers apparently kept in mind French driving habits and French roads—both of high place considerably more demands upon drivers or Autobahns. Therefore, we find that the first 4CVs had both a higher performance than the first VW as well as considerably superior handling qualities. Now, considering Italian driving habits, it was absolutely mandatory that Fiat make their rear-engined car hold the road well and it appears that they have done this.

However, it must be noted that when Dr. Porsche and his talented son undertook to build a sports car based upon their Volkswagen design, they were able to make engineering changes which resulted in roadholding that was far superior not only to the VW but to any other rear-engined car yet pro-

duced. Yet even so, the Porsche was unable to negotiate bends as quickly or as safely as conventional sports cars.

This is pretty much a matter of basic engineering facts—a concentration of weight in the rear of a motor car simply does result in over-steer and a tendency to violent and difficult-to-control skid characteristics when the break-away point is reached. This is, of course, ag-

gravated by the virtual necessity of using a simple swing axle design with the rear engine. If a De Dion back axle or a low pivot swing axle were practical, there is no doubt that a great improvement in cornering would result—but still it could only approach and not exceed the standard set by conventional types.

(To be continued)

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Calendar of Events

- AUGUST**
- 11-RR Pro Sports Car Races, Gardena Stadium, 7:30 p.m.
 - 11-Foothill Foreign Car Club Pajama Rally, 13116 Foothill Blvd., San Fernando, 7:30 p.m.
 - 11-12-SCCA (Northwest Region) 4th Annual Seattle Seafair Sports car races, National Championship, Kitsap County Airport, Bremerton, Wash.
 - 12-Long Beach Douglas Ken Farrar Rally II.
 - 12-200-lap USCA late model stock car race, Bonelli stadium 2 p.m.
 - 18-CRA sprint cars, Gardena stadium, 7 p.m.
 - 18-19-CSCC Paramount Ranch Road Races, Paramount Ranch.
 - 18-19-SCCA (S.F. Region) Redwood Empire Sports Car Road Races, Arcata Airport, Arcata, Calif.
 - 19-Washington, D. C., MGCC National Sports Car Races, Lavender Hill Course, Upper Marlboro, Maryland.
 - 25-26-Santa Monica FCCA Rally D'Oro II.
- SEPTEMBER**
- 1-23-CSCC Santa Barbara Road Races, Santa Barbara Airport.
 - 2-SCCA Thompson Raceway Sports Car Races, Thompson, Conn.
 - 3-SCCA (Northeast Oklahoma Region) Road Races, Stillwater, Okla.

- 8-9-SCCA Elkhart Lake (6-hour race), Elkhart Lake, Wis.
- 9-Santa Anita FCCA Rolle Rally, Pasadena City College Parking Lot, 8:30 a.m.
- 9-Western SCC, Gymkhana.
- 15-16-Pacific SCC, Rallye D'Wheel Bounce.
- 16-San Fernando Valley, Concours d'Elegance, Tail o' the Cock, North Hollywood, 11 a.m.
- 29-30-SCCA (S.F. Region) and Sacramento SCC National Road Races, Sacramento, Calif.
- 30-SOC Hill Climb.

- MIDGET RACES**—Every Friday night, San Bernardino.
- JALOPY RACES**—Every Saturday night, San Bernardino; every Sunday afternoon, Gardena; every other Sunday, Maywood.
- DRAG RACES**—Sundays, Colton, Long Beach, Pomona, Santa Ana, San Fernando; San Gabriel Valley.
- RACING MOVIES**—Wednesday thru Sunday—Western Theatre, 39th at Western.
- SPECIAL ATTRACTION:** August 12—"Grand Prix '55" Motor Sport Film.
- * designates date approved by Southern California Council of Sports Car Clubs.

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LOTUS-CLIMAX. Delivered November, 1955. 5 firsts, 4 seconds, Class C, in 11 starts. De Dion rear. Turbo Brakes. Borrani wheels. Sacrifice for quick cash sale. Freutel, MI 2611 or Monise, SY 3-3953.

'53 **ALLARD K-3** Conv. Lincoln OHV. Immaculate, never raced or wrecked. Rudge wheels. De Dion rear. Sacrifice \$2195. Tom Lewis, 4880 Bellona, Columbus 21, Ohio. HU 8-1626.

CLASS H COMPETITION SPORTS CAR. Crosley engine, Austin 7 transmission, Simca chassis. Aluminum body by Don Miller, weight 750 lbs. \$750. Also '48 B.S.A., 590cc. \$150. John Weir, 3154 W. 147th St., Gardena (near Compton & Crenshaw), DA 3-0831 or DA 4-8156.

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CROSLY SPECIAL—You can build for less than \$200. Race and win Class H. Instructions, \$2. Sports car, Box 711-G, Columbus 7, Ohio.

Schoenert Scores Concours Victory

A smattering of elegance, of youth and of the past and the future was all seen at the third annual Santa Barbara County Fair Concours d'Elegance in Santa Maria, July 28-29.

Don Schoenert of North Hollywood won the El Camino Foreign Car Club's "Best Of Show" honors for the second consecutive year with his sparkling Aston Martin DB-2/4. Complete results:

- Class 1 (sports cars to \$3000)—Bruce Maine, 51 MG-TC; A. J. Vitarelli, 49 MG-TC; Frank Mason, 48 MG-TC.
- Class 2 (sports cars \$3000 to \$5000)—Jack Coerne, Mercedes-Benz 190-SL; Jim Keyes, Doretta Roadster 55; Charles Stockham, 54 Porsche Coupe.
- Class 3 (sports cars \$5000 up)—Marian Weber, Lancia Spyder 55;

Edward R. McNeilly, 52 Aston Martin DB-2; W. F. Luton, 55 Mercedes-Benz 300-SL.

Class 4 (sedans up to \$3000)—Leonard Clow, first, 56 VW Sunroof; Claude Phipps, MG-Magnette 56; Peter Satori, DKW 56.

Class 5 (sedans \$3000 to \$5000)—Bob Pierce, 54 Porsche Coupe; Dr. Joe Wogan, 56 Jaguar 2.4 sedan; Colin Clark, Jaguar 2.4 sedan 56.

Class 6 (sedans \$5000 up)—Don Schoenert, Aston Martin DB-2/4; Jim Price, Aston Martin DB-2; Clarence Covert, Jaguar XK-140 coupe.

Class 7 (antique and classic cars)—George Scamahorn, Detrich Packard Convertible; Warren Quade, Hupmobile Coupe; Fred May, Cadillac coupe.

Class 8 (hot rod and custom cars)—Pat McNamara, Ford Roadster; Bill Harrison, Dodge Roadster; Jack Hathaway, Olds Club Sedan.

According to Hank Neiggemann, concours chairman, the event was the biggest yet. Plans already are underway for next year's show.

JONES ON TOP

Johnny Jones, driving a Hudson, started in 15th position, and won the modified stock car races Aug. 4 at Gardena Stadium in a close finish with Bud Diamond.

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Von Neumann-Hoffman Rift

(Continued from Page 3)

of the 550 Spyder in U.S. and European road racing during the past two years.

In 1955 von Neumann received 529 Porsches, and this year, through July, he got 209, or 5.80 cars for each of his 36 approved dealers, assuming each receives the same number of cars (which they do not).

POWERFUL FORCE

Hoffman is a powerful force in the national imported car scene and it is no secret that he wants to package a deal that will include Porsche, Alfa Romeo, BMW, Mercedes-Benz and any other foreign cars he can get.

This is reflected in a "loyalty amendment" which Hoffman wanted incorporated in the Porsche sales agreement with Competition, but which Von Neumann would not sign.

In effect, this sought the sub-distributor's undivided loyalty to the products of the Hoffman Motor Co. and its subsidiaries (Porsche is one) and that any breach on the part of the sub-distributor . . . shall be cause for immediate cancellation . . . of said agreement . . .

This means: You handle my cars—and my cars only—or else . . .

Background of the struggle for cars and parts, development of Porsche in the lush Southern California market, the richest in the world, and other facets are brought out, in part, in the following statement by Competition Motors:

"We began selling Porsche in early 1952 and since the National distributor either could not or would not send cars to us by ship to the port of Los Angeles, we were forced at first to fly to New York and drive our new cars back to California.

"This operation was unwieldy and so we began to have our cars sent by rail, which was less trouble but considerably more expensive than it should have been. As all of our correspondence with both the National distributors and factory will prove, our most pressing needs were for an increased parts supply and service information.

'LITTLE COOPERATION'

"Facts will bear out that we had very little cooperation, and it was literally years before our shipping damage and warranty claims were settled. Despite these difficulties, we constantly promoted, through our racing activities and through the National automotive publications, the Porsche name.

"When we became authorized Volkswagen distributors, we threw the entire weight of our constantly growing Volkswagen sales and service organization into the support of the Porsche. Our dealers have been constantly improved to a point where we consider them superior to any comparable organization in the United States.

"Our dealers are still giving Porsche service and selling Porsche parts, and will continue to do so as long as our parts supply holds out.

"Due to the natural affinity between Porsche and Volkswagen, we sincerely believe that our organization is better fitted to handle Porsche sales and service, and considering that it took us 4½ years to build up the largest supply of Porsche parts in the U.S., and 36 approved Porsche dealers, we do not believe that any other organization can approach our standards within a few short months.

"In all other countries where

(Continued From Page 1)

get Volkswagen for Von Neumann back in the days when Peter Satori and Roger Barlow turned it down. That was when the VW gold mine went begging.

Asked whether he took over Porsche because of recurring rumors he would lose Mercedes-Benz through the new tieup between Studebaker-Packard and Curtiss-Wright Corp. and the rumble that West Germany's Daimler-Benz would use Studebaker's dealer setup to distribute Mercedes cars and trucks in the U.S., Hoffman answered tartly: "I can bet I will not lose Mercedes."

"Is there a chance that Von Neumann might be successful in his efforts to regain his Porsche sub-distributorship?" Hoffman said "no."

The publicity handout stated distribution of the Porsche and Alfa Romeo would be by a new firm, Hoffman Motors Western Division, Inc., with Charles W. Nebel as general sales manager. Territory will be from the Mississippi to the West Coast.

QUESTIONS ASKED

(This has raised the questions: "Will Norwitt Motors, sub-distributor in Northern California and the Pacific Northwest, also get the bounce?" and "How about Charles Rezzaghi, who handles Mercedes-Benz and Alfa Romeo in the same territory?" and "How about Continental Motors of Houston, which handles Alfa Romeo, Porsche and Mercedes-Benz for Texas?")

Headquarters will be at 9130 Wilshire Blvd., Beverly Hills. Including parts and service departments, space will occupy 28,000 square feet.

Personnel will include factory mechanics from Europe. A large parts inventory is now available to customers and dealers.

Hoffman had this to say on the new firm: "Our primary

Porsche is sold and serviced, it is sold and serviced alongside the Volkswagen, and while not every Volkswagen dealer is a Porsche dealer, all Porsche dealers are Volkswagen dealers.

"Our enormous investment in special tools, parts and factory technicians, brought to this country at our own expense and paid by us while here, can be a constant reminder to the Porsche owners that we have always done our utmost to properly promote the product. Our emphasis has always been on service after sales and while we are not always able to obtain the parts which we had on order, Porsche sub-distributors and dealers in all other parts of the country were sending their parts orders to us."

Von Neumann is now at the factory in Germany, fighting to regain his business. Hoffman also is believed to be there. Both are due back in Los Angeles in about a week.

Ross Drives Merc To Stock Car Win

Bob Ross, Lakewood, driving a 1956 Mercury, scored a close and thrilling three-car length victory in the 150-lap main event of Gardena Stadium late model stock car feature last Sunday night over three-time champion Jim Reed of Peekskill, N. Y., in a 1956 Chevrolet.

obligation as the importer of cars from Germany and Italy is to the buyers and the dealer organization that sells and services these fine automobiles. By combining the total responsibility of importing distributing and servicing these cars within one company, we feel that Western buyers of Porsche and Alfa Romeo cars will derive better use and satisfaction of ownership by the distribution and service coming through the primary importer. This is a natural trend in automobile distribution, and a counterpart of the trend of Detroit factories to factory-direct dealerships. In this case, we as importers are for all practical purposes the factory."

Deliveries from Europe will be into the ports of San Francisco, Los Angeles and Houston.

It is known that Hoffman wants a package deal to include Porsche, Alfa Romeo, BMW and Mercedes-Benz.

Hoffman has been in the auto business for 39 years. In addition to the aforementioned marques, he handled Jaguar in the U.S. after World War II. He has had Porsche since 1948, and for 17 years before the war he handled Rolls Royce in Middle Europe.

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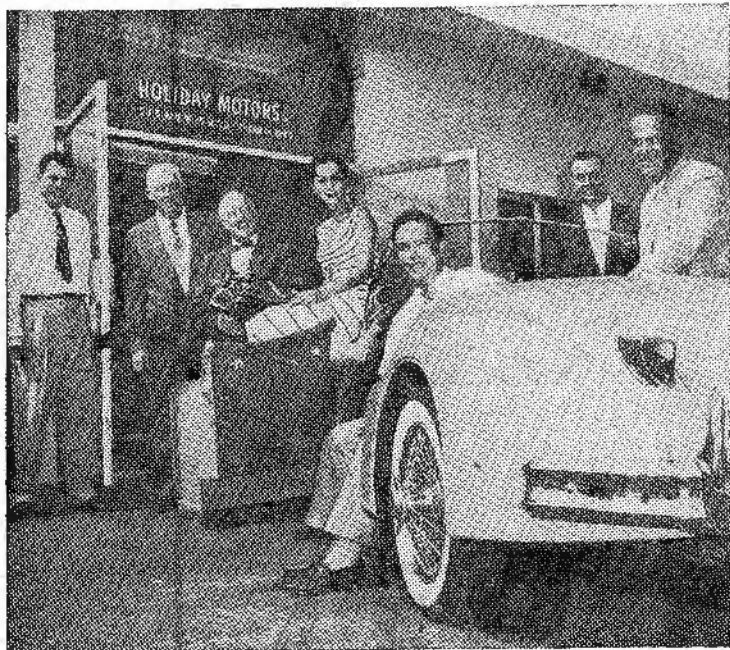
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VALLEY OPENING—Larry Miller, left, co-owner of Holiday Motors, foreign sports car dealers, marks appointment as Jaguar dealer at opening of second showroom at 5015 Van Nuys Blvd., Sherman Oaks. From left are Miller, Joe Chase, Sherman Oaks civic leader; Eddie Sheehan, manager, Sherman Oaks Chamber of Commerce; Harriet Kurland, Miss Sherman Oaks; Dan Schwartz, co-owner of firm; Jim Lombardo, Bank of America, Sherman Oaks Branch, and Rick Norlander, president, Sherman Oaks Chamber of Commerce.

DRAG RESULTS

PORTLAND, ORE., JULY 21-22
Regional Championship Results

Stock—A, Slim Jokela, '56 Chev., 16.48, 83.10; B, Jim Martin, '56 Chrys., 17.43, 69.60; C, Dick Burgett, '50 Olds, 17.90, 75.18; D, Kenneth VanCleave, '49 Cad., 18.36, 73.28.

Gas coupes and sedans—A, George Thorne, '50 Cad., '40 Ford coupe, 16.93, 79.36; B, H. E. VonHomer, '51 Chry., '40 Ford, 14.70, 96.98; C, Dan Kilcup, '55 Stude V-8 Aug., 15.58, 90.90; D, Everett Hatch, '56 Pack., 15.41, 88.58.

Altered coupes and sedans—B, Walt Hoderman, '46 Merc., '32 Ford, 15.25, 92.21; C, Burson and Eckstrom, '46 Ford, '39 coupe, 14.96, 93.84.

Street roadsters—B, Wayne Miller, '49 Ford, '32 roadster, 16.29, 81.66; Roadster—A, Don Ellis, '54 Stude Swanson, '39, 12.95, 104.00; B, Bob, 91.37.

Hot roadsters—B, Tom DeLon, '56 Stude, '40 A, 13.77, 105.75.

Competition coupes/sedans—A, Lowell Wells, Ford, '34 coupe, 14.98, 95.03; B, Flynn and Rupert, '53 DeSoto-Flat, 12.62, 116.27.

Modified coupes/sedan—B, Jim Weston, '48 Nordin Merc., '28-A, 14.19, 101.81.

Dragster—Eayres and Graves, '48 Merc. drag, 14.34, 128.20.

Four Barrel—Derald Breed, Crager Ford, '27-T, 15.55, 88.14.

Sports cars—A, Chuck Rhodes, BMW 19.31, 69.23; C, Derry McGee, Chev., Corv., 91.27.

Top eliminator—Eayres and Graves, drag, 11.76.

Top speed of meet—Rowland and Bonebrake, 132.74.

Top E. T. of Meet—Eayres and Graves, 11.21.

Best gas class speed—Wardin Bros., 123.62.

(JULY 28)

Gas—A, Glen Ward, Cad., 106.38; B, E. L. Greeley, Chrys, 75.64; C, Lyons Eng. & Jr., '54 Ford, 91.18; D, Lyons Eng. Martin, Buick 86.37.

Altered—A, Bill Webb, Olds-Bln, 103.44; B, Go-Hons No. 4, Merc., 100.

Street Roadsters—A, Hess & Winslow, Chrys., 114.06; B, Bill Allizer, Merc., 89.82.

Roadsters—A, Reath and Mailaud, Pack., 109.48; B, Bart Trinchero, Olds., 106.23.

Open Gas—B, Howard Blevens, Merc., 109.09.

Fuel—B, Tom Paris, Merc., 108.43. Hot Roadsters—B, Linca, Merc., 118.8.9

Mod Roadsters—Henslee and Cook, Chrys., 152.54.

Dragsters—A, Duncan, Chrys., 121.43.

Stocks—A, Howard Dexson, '56 Chev. P. U., 81.81; B, Carmen Napolitan, '56 Ply., 81.96; C, Charles Munson, '52 Olds., 74.62; D, Lyons Eng. & Robbie, '50 Olds., 73.76; E, Coachman, '56 Chev., 86.42; F, Hastings Chev. Co., '56 Chev., 88.23.

Sports Cars—B, W. H. Vincent, '55 Jag, 87.04; C, Ernie Porter Chev., '56 Corv., 90.63; *D, Ed Southard, '55-T, B. Bln, 97.71.

Cycles—Fuel—A, Richard Kelm, Tri., 114.60; B, Bob Weir, Tri., 124.65; *C, Mike Ward, Tri., 115.08.

Cycles—Gas—A, Ewing & Seiberler, Tri., 107.35; *Nate Weiss, Ind., 96; C, Kenny Staggs, Tri., 101.94.

Top eliminator—Henslee-Cook, Chrys., 149.25.

Top Time—(New Track Record) Cook, Chrys., *152.54.

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MOTORING



By John Foster
National President, FOCA

I'M GOING to take my own folding camp stool to an upcoming meeting, because I know there will be standing room only



John Foster

when the Compton Chapter next meets. Compton welcomes back its president, Gordon Steele, from his European trip. His letters, printed in Cam Chatter, the Compton news sheet, have been really entertaining and his pictures promise to be great. Compton wants to see you there—August 9, Community Center at 8 p.m. Meeting hall is at 123 N. Rose Ave., intersection of Alameda and Compton Blvd.

I've always admired the quietly efficient way that the Compton and Long Beach Chapters function together. I believe this unity between chapters best portrays the basic principal of FOCA. A movement is afoot through the 'National' meetings to further cement relationship between neighbor chapters and this year will see joint rallies between Glendale and San Fernando Valley, and Santa Monica and San Fernando Valley.

Anticipating an even more crowded calendar next year, we are already planning even closer inter-chapter activities for 1957. Your suggestions along this line are most appreciated.

'EXTRA' SERVICES

While on the subject of our Compton-Long Beach chapters, I want to congratulate them on the many 'extra' services they perform for their members. One of these is a library into which members pool their sports car publications and books and from which members may borrow. All members carry business cards with an invitation to attend their monthly meeting every second Thursday at the Compton Community Center. These they place in

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SIMCA BOSS LEAVES

A. M. Dolza, president of Simca for the U. S., last week Los Angeles for New York after a tour of 30 Western dealerships. He was in Southern California for introduction of the popular new Simca V-8, which has drawn raves all over the country.

sports cars parked around that area or have handy an answer to the where and when questions concerning their club activities.

Another service which can prevent a lot of embarrassment is their reminder to renew driver's licenses. A month ahead and then two weeks ahead of expiration date, members are sent this timely reminder. Incidentally, our club auto insurance advisors have sent us a warning that the police are cracking down more severely on drivers with expired licenses and warn us all to look at our at our licenses today.

T-BIRD GROWL

The T-Bird members tell me they're being plagued for not having front license plates. Did you know there are positively NO provisions on a T-Bird for this miserable appendage?

Jack Dickinson our cheerful 'master of the clocks' out in SFV Chapter has a great stunt under way. He has had printed some small cards which he sticks in the windshield of cars parked in front of his prideful Triumph. The driver on getting in his car is confronted with a sign which reads "SPORTS CAR PARKED BEHIND YOU. PLEASE DON'T BACK INTO ME." I once politely told a miserable five-foot-two Caddy driver that my MG, which she had just backed into, could have been a child. She took off as though I had lashed her! Maybe I had at that.

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Next big rally I want you to circle on your calendar is August 25 and

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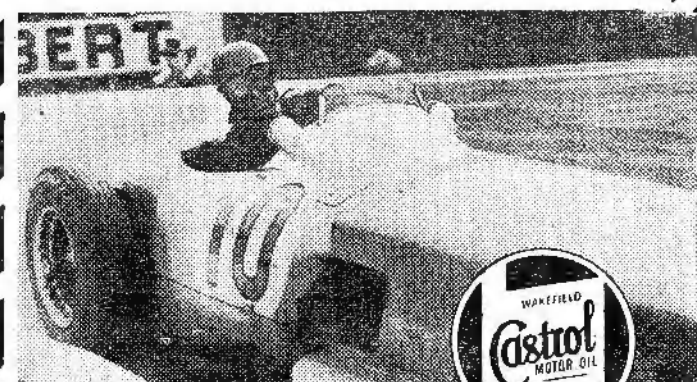


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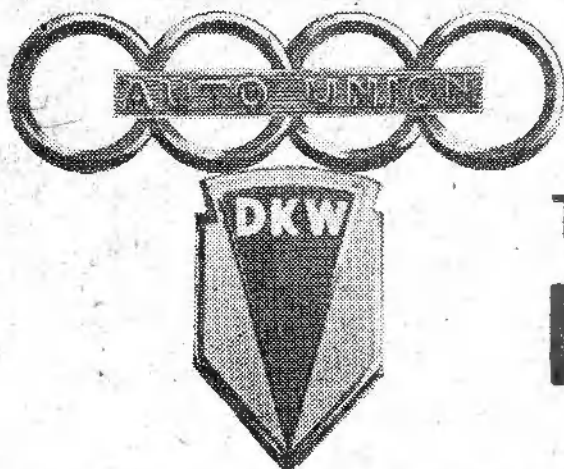
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